



PROJECT LOCATION



SHEET LIST

	COVER SHEET
1	DEVELOPMENT PLAN
2.1	EXISTING CONDITIONS/CERTIFIED TOPOGRAPHY
2.2	LOT CONSOLIDATION PLAT
L-1	LANDSCAPE PLAN
A-100	CONCEPTUAL FLOOR PLANS – ONE BEDROOM/STUDIO UNITS
A-101	CONCEPTUAL FLOOR PLANS – TWO BEDROOM UNITS
A-102	CONCEPTUAL FIRST FLOOR PLAN
A-103	CONCEPTUAL SECOND FLOOR PLAN
A-104	CONCEPTUAL THIRD FLOOR PLAN
A-105	CONCEPTUAL FOURTH FLOOR PLAN
A-106	CONCEPTUAL ELEVATIONS
A-107	CONCEPTUAL ELEVATIONS
A-108	SITE DETAILS
E-101	ELECTRICAL SITE PHOTOMETRIC PLAN
E-102	ELECTRICAL SITE LIGHT FIXTURES
C-001	CIVIL GENERAL NOTES
C-002	EXISTING DRAINAGE MANAGEMENT PLAN
C-003	PROPOSED DRAINAGE MANAGEMENT PLAN
C-100	TERRAIN MANAGEMENT PLAN
C-200	SITE UTILITY PLAN

REVISIONS			
DATE	BY	DATE	BY

APPROVED FOR CONSTRUCTION  
CITY ENGINEER                      DATE

BUILDING PERMIT NO'S  
(GRADING)  
(LANDSCAPE/ UTILITIES)  
P & DR CASE

I CERTIFY THAT ACCORDING TO INFORMATION PROVIDED BY OTHERS, THE PROJECT WAS BUILT ACCORDING TO THE SPECIFICATIONS AND THAT THESE RECORD DRAWINGS ARE TRUE AND CORRECT TO THE BEST OF MY BELIEF

GLENN BROUGHTON, BOHANNAN HUSTON    DATE

ENGINEER'S STORMWATER INFRASTRUCTURE CERTIFICATION:  
I, THE UNDERSIGNED, BEING A PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE RECORD INFORMATION SHOWN HEREIN IS BASED ON ACTUAL FIELD MEASUREMENTS AND VISUAL INSPECTIONS PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION. I FURTHER CERTIFY THAT THE RECORD CONDITION AS OF \_\_\_\_\_ IS IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED GRADING AND DRAINAGE PLAN PREPARED BY GLENN BROUGHTON, DATED \_\_\_\_\_

GLENN BROUGHTON, BOHANNAN HUSTON    DATE

DEVELOPER:  
ABERG PROPERTY COMPANY  
2929 CARLISLE STREET, SUITE 365  
DALLAS, TEXAS 75205



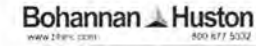
PLANNER:  
JENKINS GAVIN  
130 GRANT AVE. SUITE 101  
SANTA FE, NM 87501



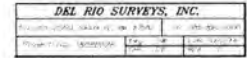
ARCHITECT:  
BGO ARCHITECTS  
4202 BELTWAY DRIVE  
ADDISON, TEXAS 75001



CIVIL ENGINEER:  
BOHANNAN HUSTON  
7500 JEFFERSON STREET  
ALBUQUERQUE, NM 87109



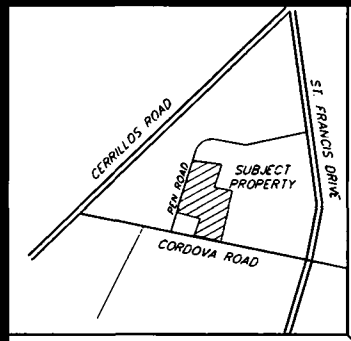
SURVEYING:  
DEL RIO SURVEYS, INC.  
2502 B CAMINO ENTRADA  
SANTA FE, NM 875071



ELECTRICAL ENGINEER:  
THE RESPONSE GROUP, INC.  
11930 MENAUL N.E. SUITE 214  
ALBUQUERQUE, NM 87112







VICINITY MAP



SCALE: 1"=30'



LEGEND

- Sewer manhole
- Points found and used as noted
- 1/2" Capped iron pin set this survey
- Power poles
- Fences
- Walls
- Concrete
- Utility box
- Overhead service line

NOTES

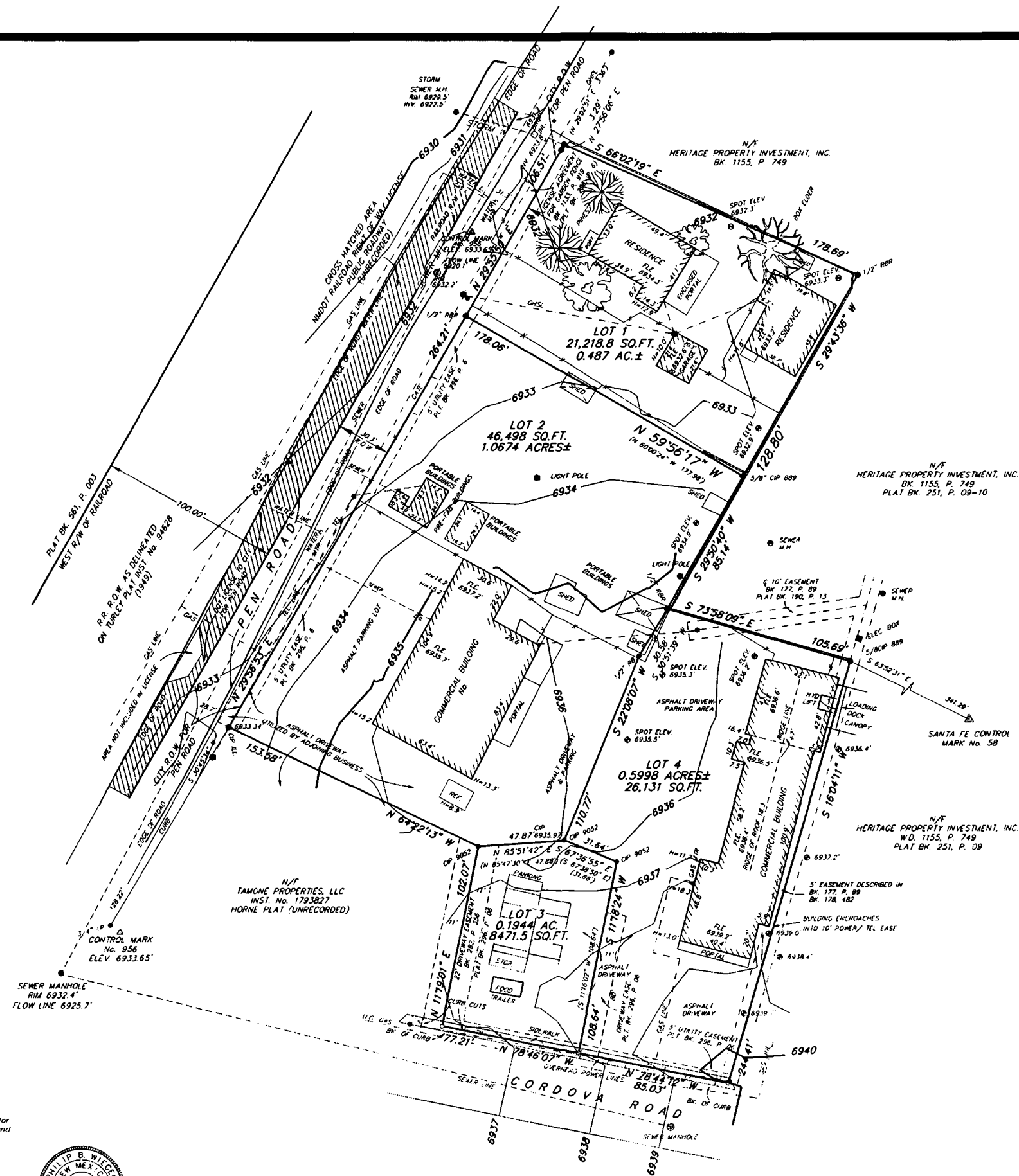
- THIS SURVEY IS BASED ON A PLAT OF ALTA/ACSM LAND TITLE SURVEY FOR ABERG PROPERTY COMPANY, UNRECORDED AS OF THIS DATE.
- BASE OF ELEVATIONS: CITY OF SANTA FE CONTROL MARK MUD 1, ELEVATION 6972.77'. GPS OBSERVATION CONTOUR INTERVAL = ONE FOOT.
- BEARINGS ARE DERIVED FROM GPS OBSERVATION OF FOUND MONUMENTS, NAD 83, NM STATE PLANE CENTRAL ZONE, GRID.
- BASE OF BEARINGS: GPS OBSERVATION OF FOUND MONUMENTS ON THE TIE FROM THE NE COR. OF LOT 4 TO SANTA FE CONTROL MARK No. 58, S 63°52'31" E, NAD 83, NM STATE PLANE, CENTRAL ZONE, GRID.
- NUMBERS MARKED (H=14.3') INDICATE HEIGHT OF ROOF LINE ABOVE ADJACENT GROUND. HEIGHT TO TOP OF PARAPETS (TYP)

CERTIFICATE

I, Philip B. Wigel, a duly registered Professional Surveyor in the State of New Mexico, hereby certify that I conducted and am responsible for this survey, that this survey and plat represent an actual survey made in the field by me or under my direction, that it meets the Minimum Standards for Surveys in New Mexico and that the information contained herein is true and correct to the best of my knowledge, information and belief.

Philip B. Wigel  
Philip B. Wigel  
P.O. Box 27773

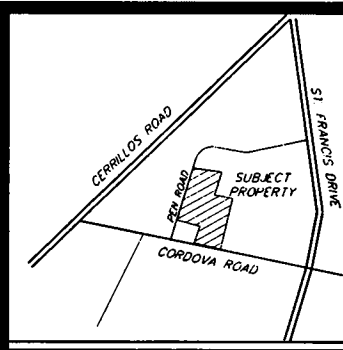
DATE OF FIELD WORK  
11 AUGUST, 2018  
P.S. No. 9758  
Santa Fe, NM



PLAT OF TOPOGRAPHIC SURVEY  
FOR  
ABERG PROPERTY COMPANY  
A TEXAS LIMITED LIABILITY COMPANY

LOT 1, LOT 2, LOT 3 AND LOT 4 OF THE SLADE SUBDIVISION,  
WITHIN PROJECTED SECTION 26, T 17 N, R 9 E, N.M.P.M.,  
CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO.

DEL RIO SURVEYS, INC.			
P.O. BOX 22773, SANTA FE, NM 87502	PH: 505-870-9200		
Project No. 18080627	Drawn By: PW	Date: 8/11/18	
	Checked By: DV	Reviewed By: J	



VICINITY MAP



SCALE: 1"=30'



LEGEND

- Sewer manhole.
- Points found and used as noted.
- 1/2" Capped iron pin set this survey.
- Power poles.
- Fences.
- Walls.
- Concrete.
- Utility box.
- Overhead service line.

NOTES

1. BASE OF BEARINGS: GPS OBSERVATION OF FOUND MONUMENTS ON THE TIE FROM THE NE COR. OF LOT 4 TO SANTA FE CONTROL MARK No. 58, S 63°52'31" E, 140.83, NM STATE PLANE, CENTRAL ZONE, GRID.
2. THIS SURVEY IS BASED ON A PLAT OF BOUNDARY SURVEY FOR MOKA, LLC, RECORDED IN PLAT BK. 750, P. 045, RECORDS OF SANTA FE COUNTY, NEW MEXICO. BEARINGS AND DISTANCES IN ( ) ARE FROM SAID PLAT. REFERENCE DEED: W.D. FROM SLADE ENTERPRISES, LLC TO MOKA, LLC RECORDED AS INST. No. 1683425, RECORDS OF SANTA FE COUNTY, NM.
3. NUMBERS MARKED (H= 14.3') INDICATE HEIGHT OF ROOF LINE ABOVE ADJACENT GROUND HEIGHT TO TOP OF PARAPETS (11'11").
4. a.) PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
- b.) PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
- c.) BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.

CERTIFICATE

I, Philip B. Wiegand, a duly registered Professional Surveyor in the State of New Mexico hereby certify that I conducted and am responsible for this survey, that this survey and plat represent an actual survey made in the field by me or under my direction, that it meets the Minimum Standards for Surveys in New Mexico and that the information contained herein is true and correct to the best of my knowledge, information and belief.

PRELIMINARY FOR REVIEW DATE OF FIELD WORK

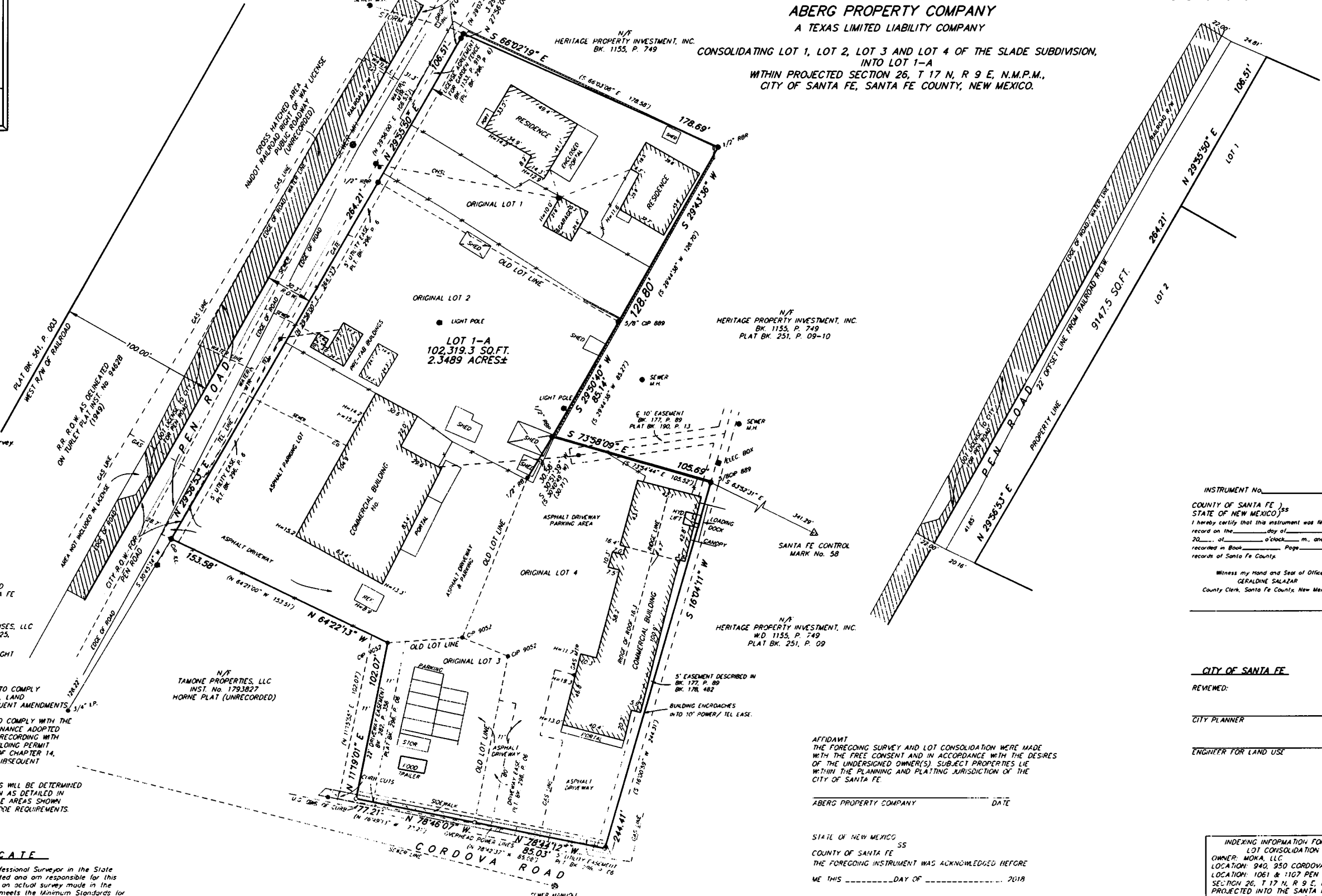
Philip B. Wiegand P.S. No. 9758 Santa Fe, NM  
P.O. Box 22773



PLAT OF LOT CONSOLIDATION SURVEY  
FOR  
ABERG PROPERTY COMPANY  
A TEXAS LIMITED LIABILITY COMPANY

CONSOLIDATING LOT 1, LOT 2, LOT 3 AND LOT 4 OF THE SLADE SUBDIVISION,  
INTO LOT 1-A  
WITHIN PROJECTED SECTION 26, T 17 N, R 9 E, N.M.P.M.,  
CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO.

EXHIBIT FOR RIGHT OF WAY



INSTRUMENT No. \_\_\_\_\_  
COUNTY OF SANTA FE, ss  
STATE OF NEW MEXICO, ss  
I hereby certify that this instrument was filed for  
record on the \_\_\_\_\_ day of \_\_\_\_\_, A.D.  
20\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ m., and was duly  
recorded in Book \_\_\_\_\_ Page \_\_\_\_\_ of the  
records of Santa Fe County.

Witness my Hand and Seal of Office  
GERALDINE SALAZAR  
County Clerk, Santa Fe County, New Mexico

\_\_\_\_\_  
Deputy

CITY OF SANTA FE  
REVIEWED: \_\_\_\_\_  
CITY PLANNER \_\_\_\_\_ DATE \_\_\_\_\_  
ENGINEER FOR LAND USE \_\_\_\_\_ DATE \_\_\_\_\_

AFFIDAVIT  
THE FOREGOING SURVEY AND LOT CONSOLIDATION WERE MADE  
WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES  
OF THE UNDERSIGNED OWNER(S) SUBJECT PROPERTIES LIE  
WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE  
CITY OF SANTA FE

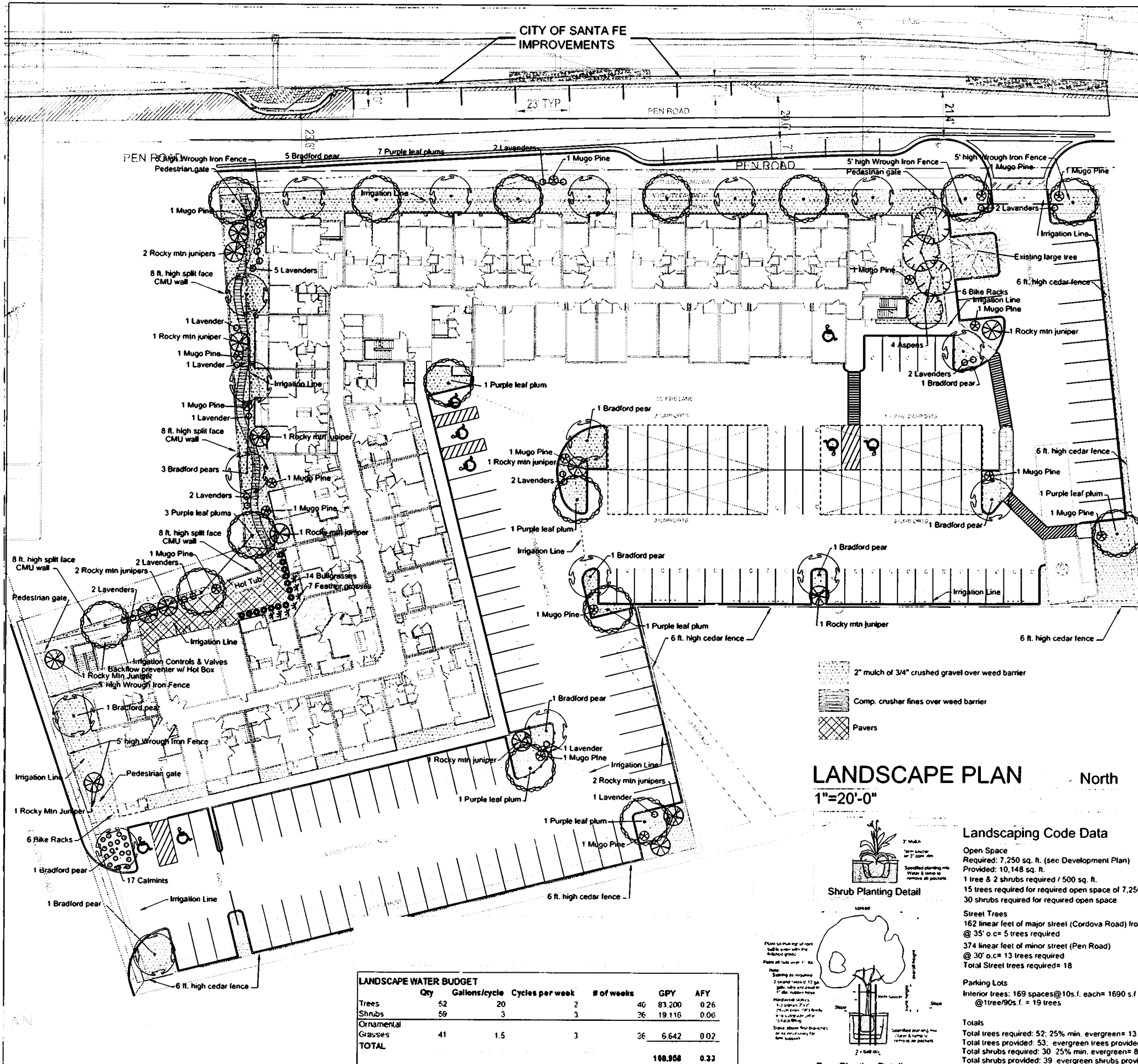
ABERG PROPERTY COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

STATE OF NEW MEXICO  
COUNTY OF SANTA FE  
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE  
ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018

BY \_\_\_\_\_  
\_\_\_\_\_  
MY COMMISSION EXPIRES \_\_\_\_\_  
NOTARY PUBLIC

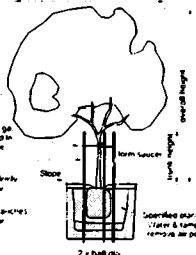
INDEXING INFORMATION FOR COUNTY CLERK			
LOT CONSOLIDATION SURVEY			
OWNER: MOKA, LLC			
LOCATION: 940, 950 CORDOVA ROAD			
LOCATION: 1061 & 1107 PEN ROAD			
SECTION 26, T 17 N, R 9 E, N.M.P.M.			
PROJECTED INTO THE SANTA FE GRANT			
UPC: LOT 1 - 053-098-300-295			
UPC: LOT 2 - 053-098-279-261			
UPC: LOT 3 - 053-098-290-268			
UPC: LOT 4 - 053-098-300-259			
SUBDIVISION: SLADE SUBDIVISION			
SANTA FE COUNTY, N.M.			
DEL RIO SURVEYS, INC.			
P.O. BOX 22773, SANTA FE, NM 87502	PH: 505-820-3900		
Project No. 18080628	Dwg. No. 18080628	Rev. No. 1	Date 8/2/21





LANDSCAPE WATER BUDGET						
	Qty	Gallons/cycle	Cycles per week	# of weeks	GPY	AFY
Trees	52	20	2	40	83,200	0.26
Shrubs	59	3	3	26	19,116	0.06
Ornamental Grasses	41	1.5	3	36	6,642	0.02
TOTAL					108,958	0.33

LANDSCAPE PLAN North  
1"=20'-0"



**Landscaping Code Data**

Open Space  
Required: 7,250 sq. ft. (see Development Plan)  
Provided: 10,148 sq. ft.  
1 tree & 2 shrubs required / 500 sq. ft.  
15 trees required for required open space of 7,250 sq. ft.  
30 shrubs required for required open space

Street Trees  
162 linear feet of major street (Cordova Road) frontage @ 35' o.c. = 5 trees required  
374 linear feet of minor street (Pen Road) @ 30' o.c. = 13 trees required  
Total Street trees required = 18

Parking Lots  
Interior trees: 169 spaces @ 10s.f. each = 1690 s.f.  
@ 1 tree/90s f. = 19 trees

Totals  
Total trees required: 52; 25% min. evergreen = 13  
Total trees provided: 53; evergreen trees provided = 14  
Total shrubs required: 30; 25% min. evergreen = 8  
Total shrubs provided: 39; evergreen shrubs provided = 17

**Irrigation Specifications**

Contractor is to provide monthly and seasonal irrigation schedules and water budgets based on gallons of water used for landscape plantings for 1 and 3 years

Provide an automatic irrigation system with all piping, fittings, and accessories to include:

1. Tie-in to water main or dedicated irrigation main.
2. Introl Digital Multi-programmable Controller.
3. Rainbird 1" electric solenoid valves (to be approved by Landscape Architect) in subterranean valve box (to be approved).
4. Backflow Preventor to meet Code.
5. Pressure regulators and "Y" filters for all drip zones.
6. Drip irrigation piping to be EHS 81648 Polyethylene (Blue Strip) 3/4" tubing.
7. Drip emitters to be Hardie E-2 emitters 1 GPH or Rainbird equivalent.
8. All PVC to be Schedule 40.

Contractor shall verify site conditions prior to construction and report any discrepancies to Landscape Architect for decision. Submit manufacturer's product data and installation instructions for each of the system components. Submit shop drawings and As-built drawings for the irrigation system including piping layout, irrigation zones, controller and control wires, valves boxes and winterization shutoff assembly.

Drip emitter spacing shall be per manufacturer's specification: typically 4 emitters per tree, 2-3 emitters per shrub and 1 emitter per perennial. Contractor shall adjust the system components to deliver appropriate irrigation to the needs of each plant. See Plant List for Plant Types.

All road crossings shall be in a 2" sleeve and shall be Schedule 40 PVC. All drip irrigation lines to be buried a minimum of 6 inches below grade. All PVC lines to be buried a minimum of 12 inches below grade. Contractor shall install auto-drains in low points of PVC pop-up lines, and flush plugs in drip zones for winter draining. Provisions for winter compressed air evacuation of all lines must be provided. Contractor shall provide all excavation, backfilling, compacting operations, parts and labor, and associated plumbing and electrical for the irrigation system.

Product samples shall be submitted to the Landscape Architect for approval.

Contractor shall instruct Owner regarding the operation, maintenance, and winterization of the system; and shall test/ demonstrate satisfactory operation of the system. Contractor shall guarantee system for a period of one year from date of completion.

**Planting Specifications**

1. All plant material and plant substitutes are subject to approval by Owner and Landscape Architect. Location and orientation of all trees and shrubs shall be approved by Owner or Landscape Architect prior to installation or excavation of planting pits.
2. All plant material shall conform to the sizes given on the Plant List and shall meet with approval of Landscape Architect or shall be nursery grown in accordance with the "American Standard for Nursery Stock", latest edition. All planting shall be in accordance with standard American Nurserymen procedures and specifications.
3. Contractor shall verify the correct location of all underground utilities in the field prior to installation of plant material or irrigation system.
4. Backfill material for shrubs and trees shall consist by volume of: 1 part Back-to-Earth soil amendment (or equal) to 2 parts native soil. Native soil is to be cleared of all stones larger than 1 inch, debris, or other deleterious material. Planters II and Yum Yum Mix to be added per manufacturer's recommendation. Add hydrated Broadleaf P-4 Water Solving Granules to soil mix in amount recommended by manufacturer. Mulch area is specified.
5. Fertilizer shall be Gro-Power Liquid mixed per manufacturer's specification for each plant. Continue fertilization as recommended by manufacturer.
6. Contractor shall guarantee Plant Material for a period of one year from date of completion of installation.

Plant List

Broadleaf Deciduous Trees				
Quantity	Symbol	Scientific Name	Common Name	Planting Size
16	○	Prunus cerasifera	Purple Leaf Plum	2" cal.
4	○	Populus tremuloides	Quaking Aspen	2" cal.
18	○	Pyrus calleryana	Bradford Pear	2" cal.
Conifer Evergreen Trees				
Quantity	Symbol	Scientific Name	Common Name	Planting Size
14	⊗	Juniperus scopulorum "Moonglow"	"Moonglow" or Rocky Mountain Juniper	16-18 ft.
Shrubs				
Quantity	Symbol	Scientific Name	Common Name	Planting Size
18	⊗	Pinus mugo "Compacta"	Dwarf Mugo Pine	5 gal.
24	○	Lavandula angustifolia "Hidcote"	Hidcote Lavender	5 gal.
Grasses				
Quantity	Symbol	Scientific Name	Common Name	Planting Size
14	⊗	Muhlenbergia emersleyi "El Toro"	Bulgrass	5 gal.
07	⊗	Bouteloua gracilis	Blue Grama Grass	
7	⊗	Calamagrostis x Aquilegia	Feather Reed Grass	5 gal.
Annuals/ Perennials				
Quantity	Symbol	Scientific Name	Common Name	Planting Size
17	○	Hebe x Fassenii "Walkers"	Walkers Low Camellia	1 gal.

REVISIONS

CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
LEGACY CAPITAL COMPANY

REVIEW PRINTS NOT TO BE USED FOR PERMIT OR APPROVAL CONSTRUCTION

BGO architects.

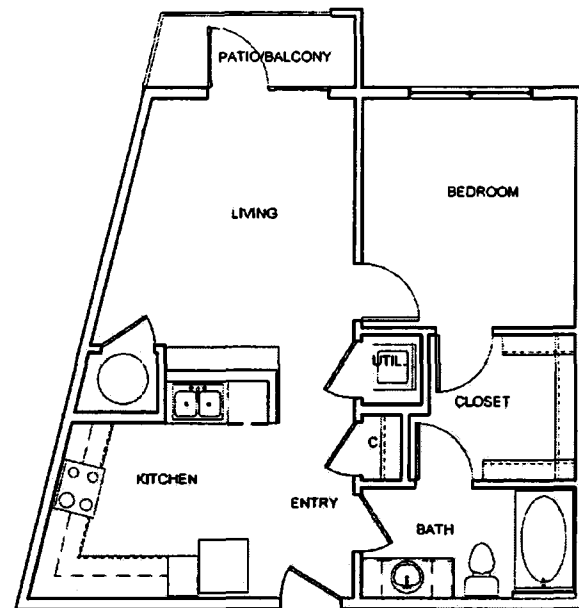
4202 Beltway Drive  
Addison, TX 75001  
214.520.8878  
bgoarchitects.com

DATE  
08-06-18

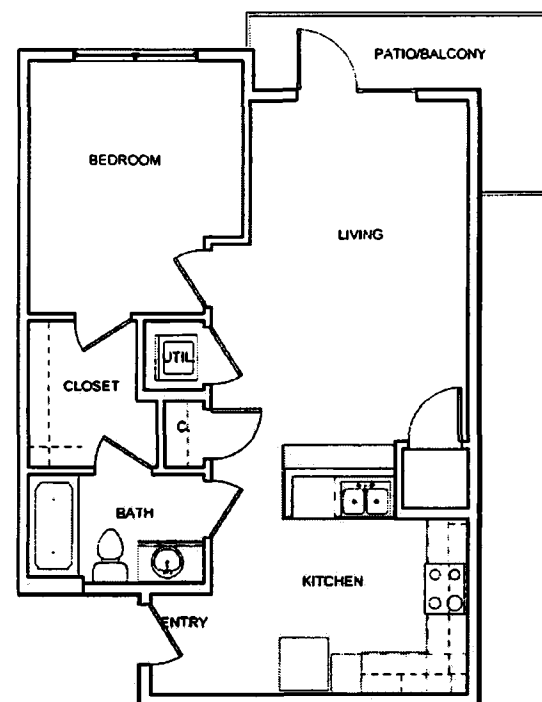
PROJECT  
18133

SHEET NUMBER  
L-1

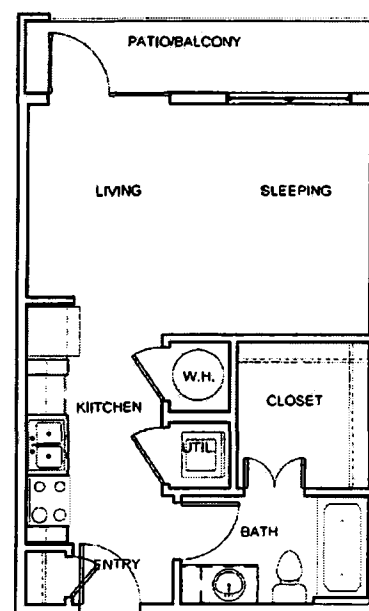
COPYRIGHT © BGO Architects ALL RIGHTS RESERVED



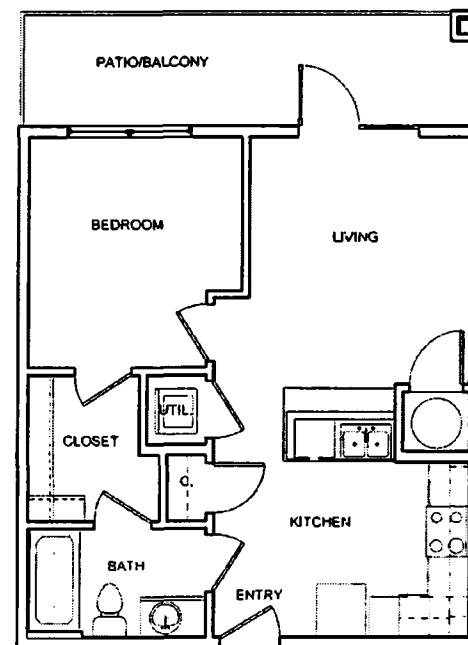
**A3** CONCEPTUAL ONE BED ONE BATH 680 S.F.  
SCALE 1/4" = 1'-0"



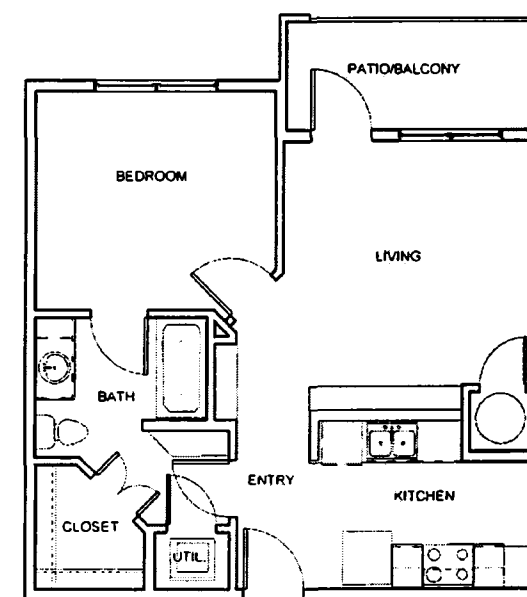
**A1(a)** CONCEPTUAL ONE BED ONE BATH CORNER 701 S.F.  
SCALE 1/4" = 1'-0"



**E1** CONCEPTUAL ONE BED ONE BATH 468 S.F.  
SCALE 1/4" = 1'-0"



**A1** CONCEPTUAL ONE BED ONE BATH 592 S.F.  
SCALE 1/4" = 1'-0"



**A2** CONCEPTUAL ONE BED ONE BATH 644 S.F.  
SCALE 1/4" = 1'-0"

[illegible]

## CAPITOL FLATS

**139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
ABERG PROPERTY COMPANY**



4202 Beltway Drive  
Addison, TX 75001  
214.520.8878  
tigerarchitects.com

DATE \_\_\_\_\_

09-14-18

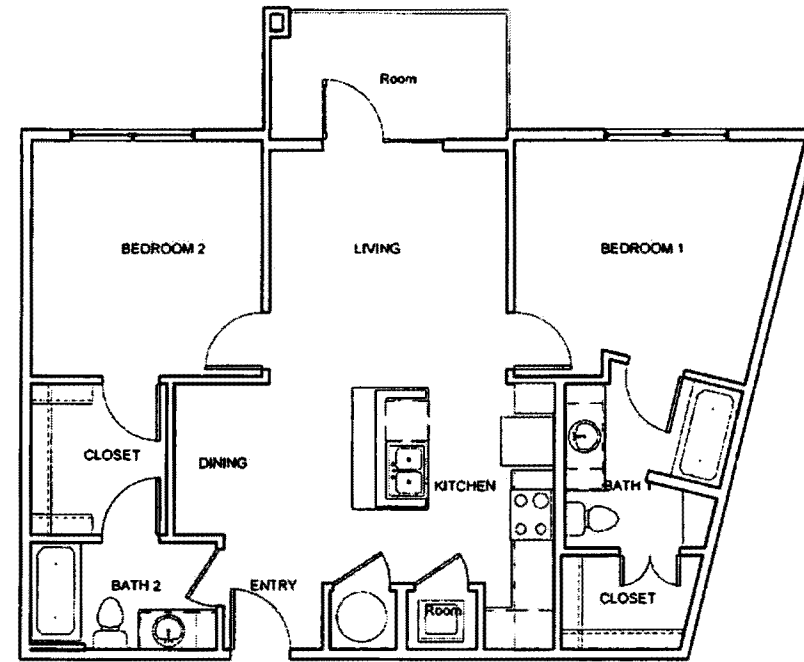
PROJECT

18133

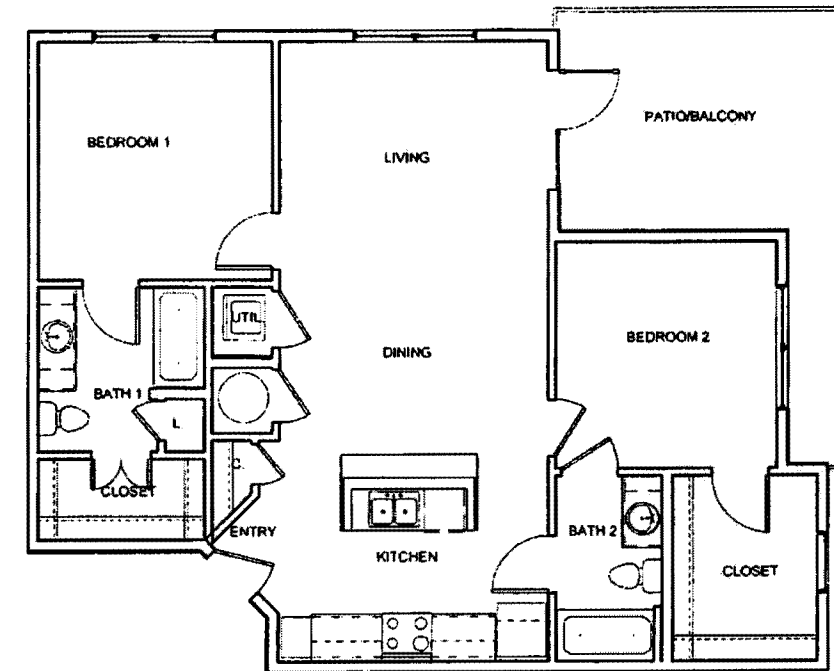
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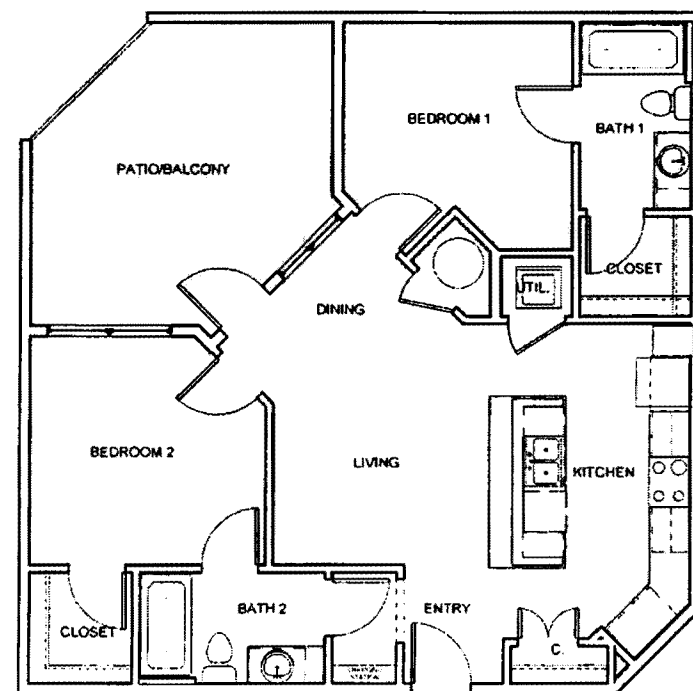
CONCEPTUAL ONE  
BEDROOM/STUDIO  
UNITS



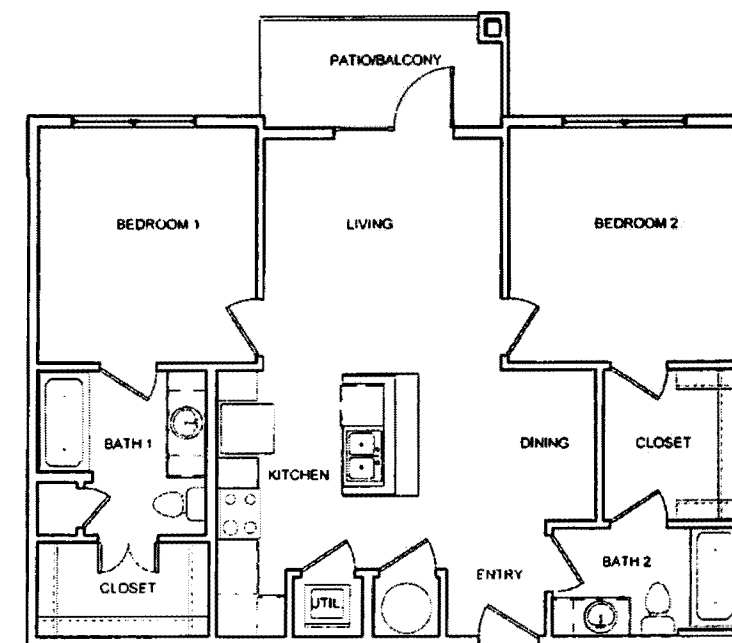
**B4** CONCEPTUAL TWO BED TWO BATH 1,003 S.F.  
SCALE 1/4" = 1'-0"



**B3** CONCEPTUAL TWO BED TWO BATH 1.056 S.F.  
SCALE 1/4" = 1'-0"



**B2** CONCEPTUAL TWO BED TWO BATH 921 S.F.  
SCALE 1/4" = 1'-0"



**B1** CONCEPTUAL TWO BED TWO BATH 948 S.F.  
SCALE 1/4" = 1'-0"

[illegible]

# CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
**ABERG PROPERTY COMPANY**



4202 Beltway Drive  
Addison, TX 75001  
214.520.8878  
bgosarchitects.com

DATE \_\_\_\_\_

09-14-18

PROJECT

18133

SHEET NUMBER

A-101

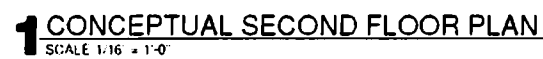
CONCEPTUAL TWO  
BEDROOM UNITS



1.

CONCEPTUAL FIRST  
FLOOR PLAN



[illegible]

## CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
**ABERG PROPERTY COMPANY**



4202 Beltway Drive  
Addison, TX 75001  
214.520.8979  
boony@hitechs.com

DATE \_\_\_\_\_

09-14-18

PROJECT

18133

**SHEET NUMBER**

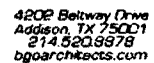
A-103

CONCEPTUAL SECOND FLOOR PLAN



139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:

ABERG PROPERTY COMPANY



DATE \_\_\_\_\_

09-14-18

PROJECT

18133

**SHEET NUMBER**

A-104

CONCEPTUAL THIRD  
FLOOR PLAN

### 1 CONCEPTUAL THIRD FLOOR PLAN



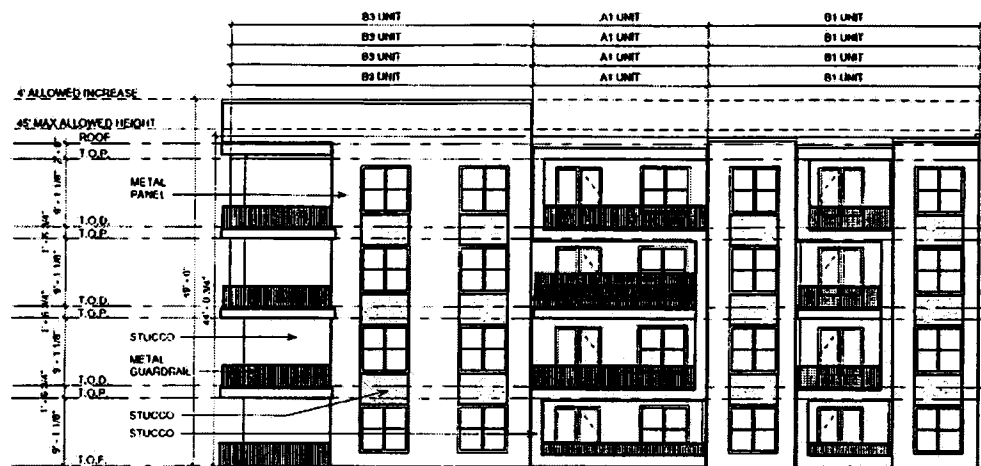
CONCEPTUAL FOURTH  
FLOOR PLAN



**4 CONCEPTUAL ELEVATION**  
SCALE 3/32" = 1'-0"



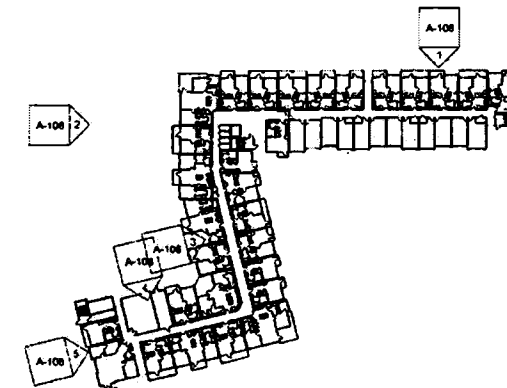
**5 CONCEPTUAL ELEVATION**  
SCALE 3/32" = 1'-0"



**2 CONCEPTUAL ELEVATION**  
SCALE 3/32" = 1'-0"



**3 CONCEPTUAL ELEVATION**  
SCALE 3/32" = 1'-0"



**6 KEY PLAN**  
SCALE 1/64" = 1'-0"



[illegible]

# CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
**ABERG PROPERTY COMPANY**



4202 Beltway Drive  
Addison, TX 75001  
214.520.8878  
bguerchitects.com

DATE \_\_\_\_\_

09-14-18

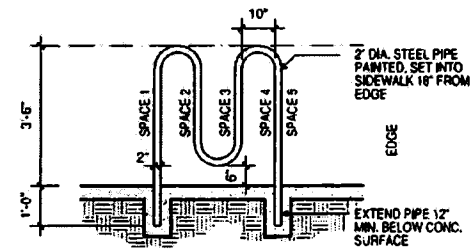
PROJECT

18133

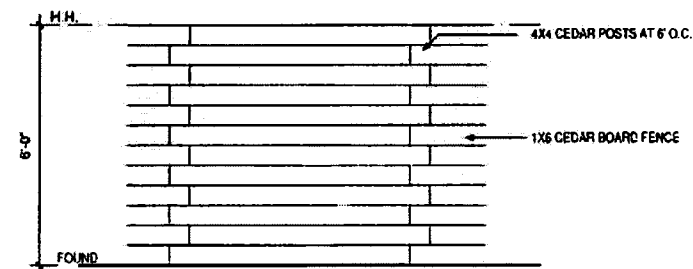
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A-107

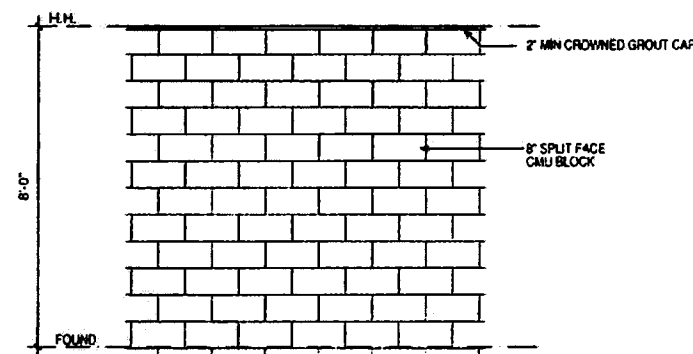
## CONCEPTUAL ELEVATIONS



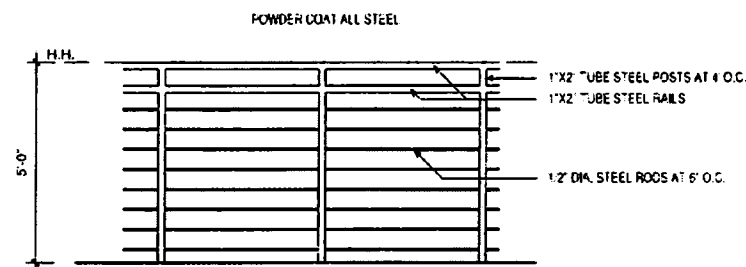
**6 BIKE RACK DETAIL**  
SCALE: 1/4"=1'-0"



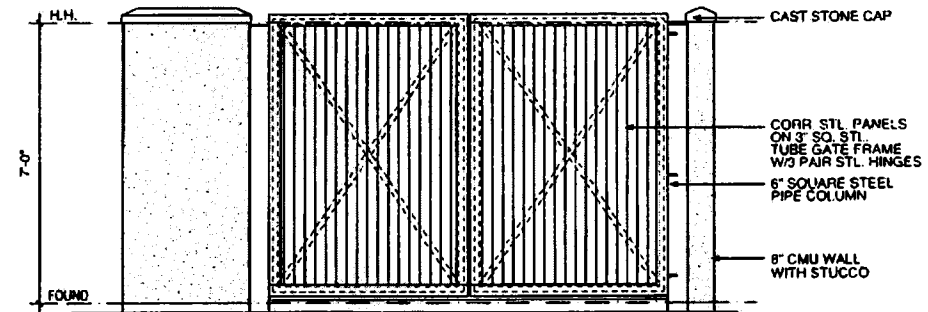
**5 ELEVATION - CEDAR FENCE**  
SCALE: 1/4"=1'-0"



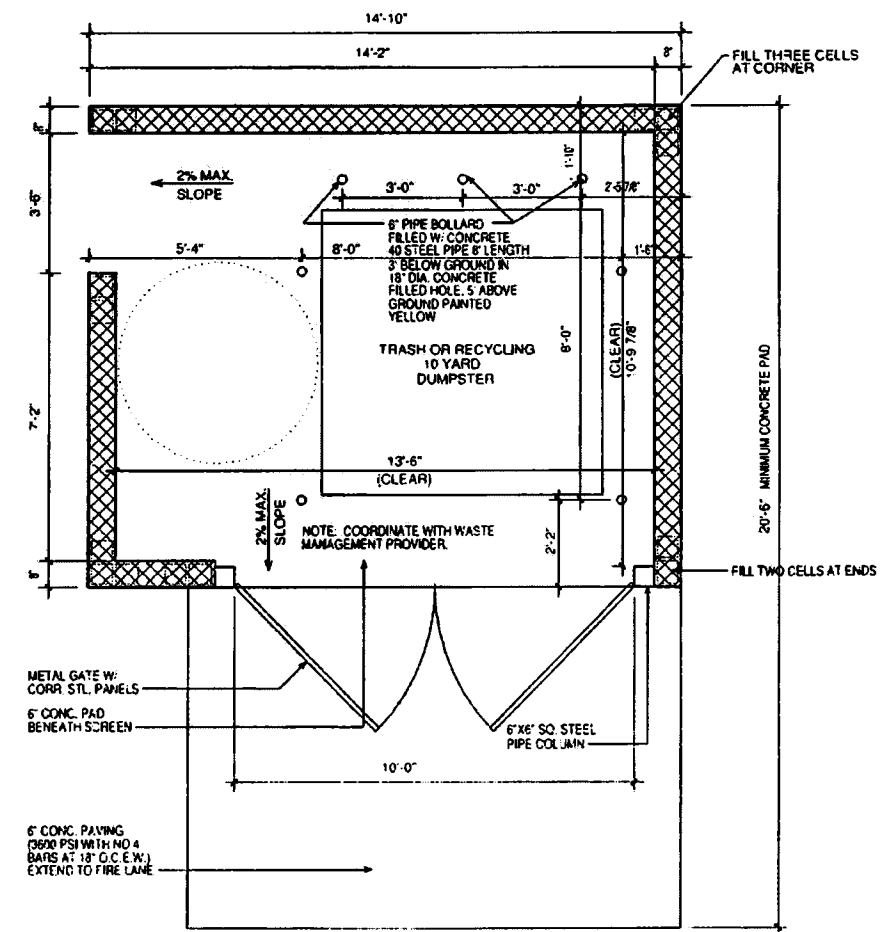
**4 ELEVATION - CMU WALL**  
SCALE: 1/4"=1'-0"



**3 ELEVATION - WROUGHT IRON FENCE**  
SCALE: 1/4"=1'-0"



**2 TRASH ENCLOSURE-FRONT ELEVATION**  
SCALE: 1/2"=1'-0"



**1 TRASH ENCLOSURE- 10 YARD UNIT**  
SCALE: 1/2"=1'-0"

REVISIONS

CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
ABERG PROPERTY COMPANY

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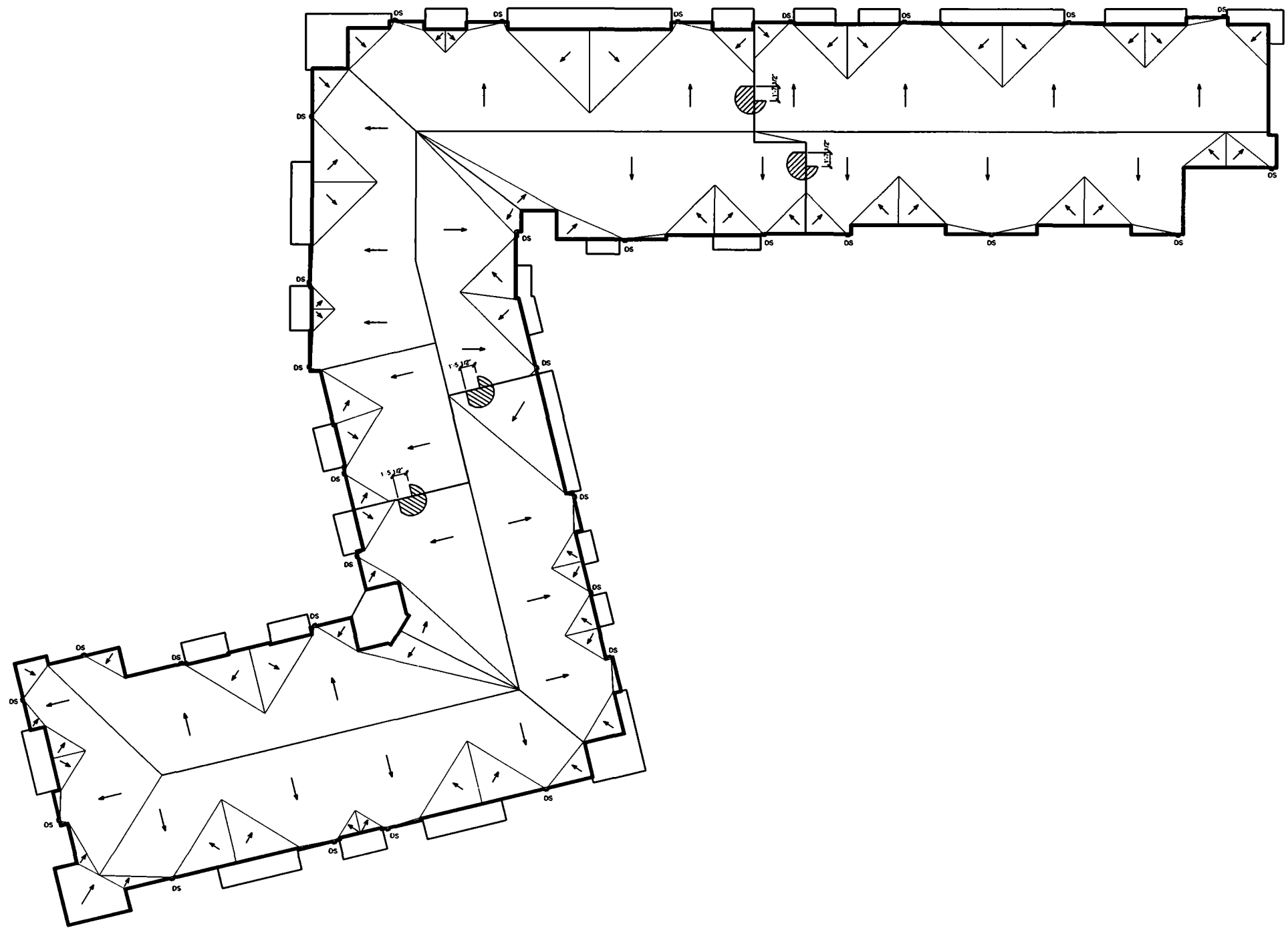
SHEET NUMBER

A-108

SITE DETAILS

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**1** CONCEPTUAL ROOF DRAINAGE PLAN  
SCALE: 1/16" = 1'-0"

REVISIONS

**CAPITOL FLATS**

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
**ABERG PROPERTY COMPANY**



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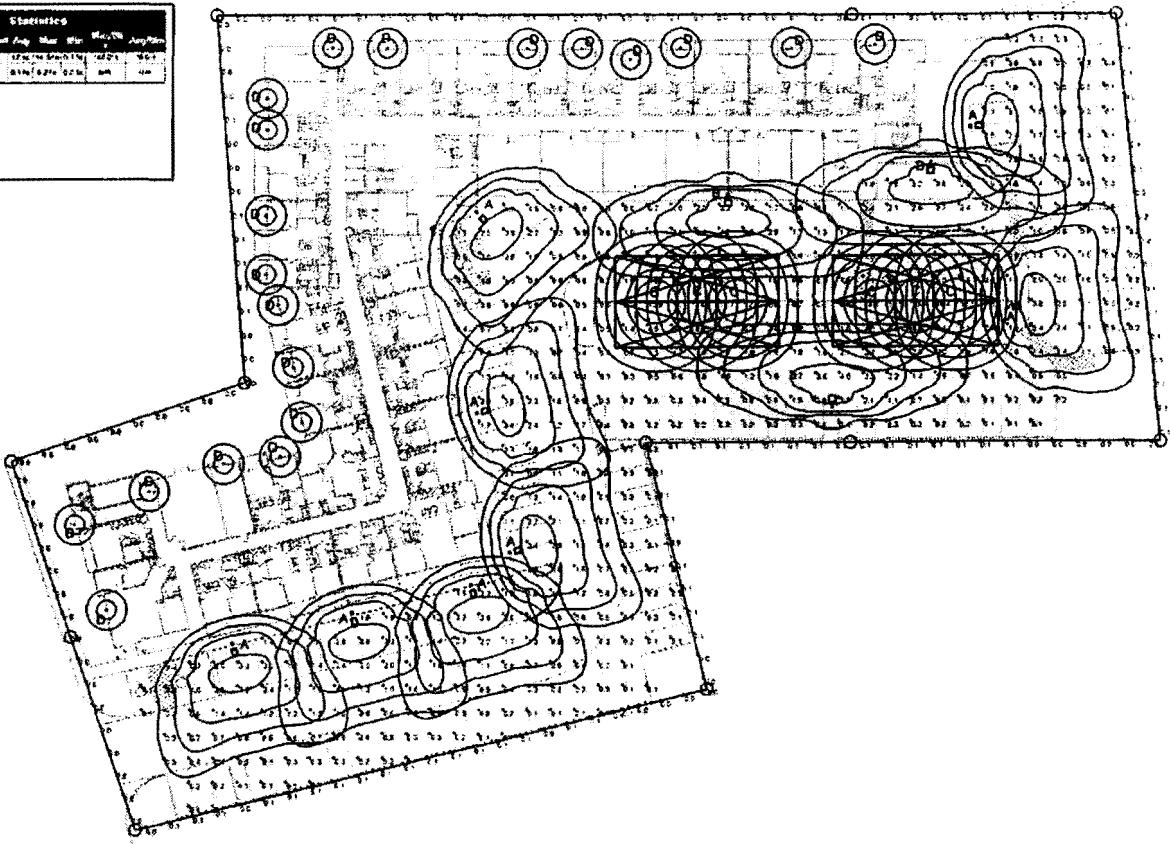
SHEET NUMBER

**A-109**

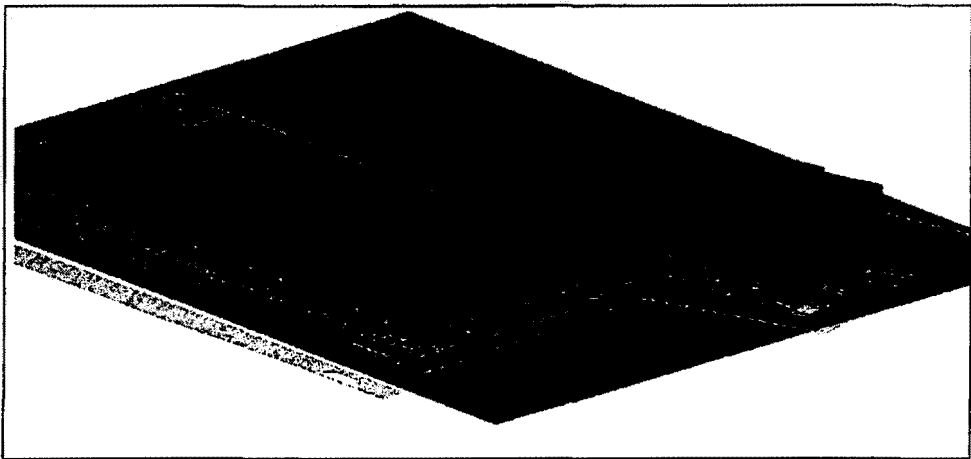
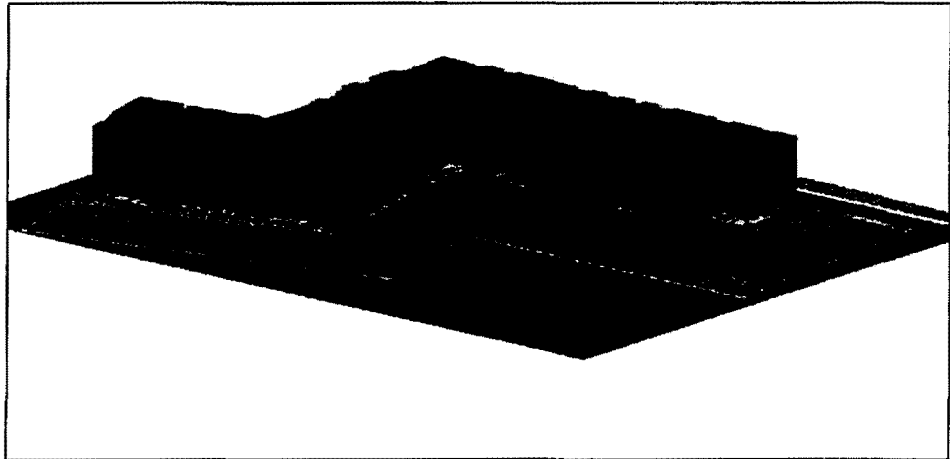
CONCEPTUAL  
ROOF PLAN

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Schedule						Statistics			
Item	Label	Quantity	Material/Class/Code/Notes	Description	Unit	Quantity	Weight	Volume	Value
1	10000	10000	10000	10000	10000	10000	10000	10000	10000
2	20000	20000	20000	20000	20000	20000	20000	20000	20000
3	30000	30000	30000	30000	30000	30000	30000	30000	30000
4	40000	40000	40000	40000	40000	40000	40000	40000	40000
5	50000	50000	50000	50000	50000	50000	50000	50000	50000
6	60000	60000	60000	60000	60000	60000	60000	60000	60000
7	70000	70000	70000	70000	70000	70000	70000	70000	70000
8	80000	80000	80000	80000	80000	80000	80000	80000	80000
9	90000	90000	90000	90000	90000	90000	90000	90000	90000
10	100000	100000	100000	100000	100000	100000	100000	100000	100000



A1 ELECTRICAL SITE PHOTOMETRIC PLAN



SHEET KEYED NOTES

GENERAL NOTES

BIDDING NOTES

BY THE ACT OF SUBMITTING A BID FOR THE PROPOSED CONTRACT, THE BIDDERS HEREBY WARRANT THAT:

THE BIDDERS AND ALL SUBCONTRACTORS HEREON OR HEREUNDER TO BE EMPLOYED HAVE CAREFULLY AND THOROUGHLY REVIEWED THE DRAWINGS, SPECIFICATIONS, AND OTHER CONSTRUCTION DOCUMENTS AND HAVE FOUND THEM COMPLETE AND FREE FROM AMBIGUITIES AND SUFFICIENT FOR THE PURPOSES INTENDED. FURTHER THAT:

THE BIDDERS HAVE CAREFULLY EXAMINED THE PROJECT SITE AND AREA OF WORK AND HAVE PERSONALLY OR THROUGH INVESTIGATION HEREON OR HEREUNDER SATISFIED THEMSELVES AS TO THE NATURE AND LOCATION OF THE WORK AND THE CHARACTER, QUALITY, QUANTITIES OF MATERIALS AND DIFFICULTIES TO BE ENCOUNTERED. THE BIDDERS HAVE ALSO TAKEN INTO ACCOUNT THE NEEDS FOR THE PROTECTION OF THE WORK, THE CONSTRUCTION LOCAL CONDITIONS AND OTHER ITEMS WHICH MAY IN ANY WAY AFFECT THE WORK OR ITS PERFORMANCE. FURTHER THAT:

THE BIDDERS AGREE THAT ALL POWER SYSTEMS ARE OPERABLE AND SHALL REMAIN OPERABLE AT PROJECT COMPLETION. THIS INCLUDES THE SUCCESSFUL COMPLETION OF ALL BRANCH CIRCUITS IN AREAS OF PRIOR TO RAINFALL AND OTHER ITEMS WHICH MAY IN ANY WAY AFFECT THE WORK OR ITS PERFORMANCE. FURTHER THAT:

REVISIONS

CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
LEGACY CAPITAL COMPANY

REVIEW DRIVES NOT TO BE USED FOR CONSTRUCTION



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DATE  
09-14-18

PROJECT  
18133

SHEET NUMBER  
E-101

ELECTRICAL SITE  
PHOTOMETRIC PLAN



11533 Mineral N.E. Suite 214  
Albuquerque, New Mexico 87112  
Phone (505) 823-7875 Fax (505) 823-7546  
E-mail: theresponsegroup@trginc.net

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<b>NAME</b> <b>LAST FIRST</b> <b>ADDRESS</b> <b>CITY STATE ZIP</b>	<b>AGE</b> _____		<b>SEX</b> _____	
	<b>DATE</b> _____		<b>TELEPHONE</b> _____	
<b>PROJECT</b> _____				
<b>INSTRUCTIONS</b> 1. Study the drawing and make a list of all the parts and materials required. 2. Obtain the parts and materials. 3. Assemble the parts and materials. 4. Test the model. 5. Write a report.				
<b>QUESTIONS</b> 1. What is the purpose of the model? 2. What are the parts and materials? 3. How are the parts and materials assembled? 4. How is the model tested? 5. What are the results of the test?				
<b>ANSWERS</b> 1. The purpose of the model is to study the flow of water. 2. The parts and materials are a container, a pump, a pipe, and a valve. 3. The parts and materials are assembled as follows: The container is filled with water. The pump is connected to the pipe. The pipe is connected to the valve. 4. The model is tested by turning on the pump and observing the flow of water. 5. The results of the test show that the flow of water is controlled by the valve.				
<b>CONCLUSION</b> The model shows that the flow of water can be controlled by a valve.				

[illegible][illegible]

Fixture Type A  
HUBBELL #ASL-8K-4K-210-4-EHS

[illegible]

**PORTAL INFORMATION**  
C-130 Hercules

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**CARGO WEIGHTS**

CARGO WEIGHT	MAXIMUM WEIGHT	MAXIMUM WEIGHT
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**CARGO WEIGHTS**

CARGO WEIGHT	MAXIMUM WEIGHT	MAXIMUM WEIGHT
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**Related Section**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**Figure 1-1**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**Related Section**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

**Figure 1-1**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

[illegible]

Fixture Type B  
HUBBELL #ASL-8K-4K-210-3-EHS

[illegible][illegible]

**COLUMBIA LIGHTING** **LXM**

Inches and Centimeters To English Conversion Chart (continued)

**PIPE DIMENSIONS (inches)**

Technical drawings showing pipe dimensions in inches. The top drawing shows two horizontal pipes with dimension lines. The middle drawing shows a front and side view of a pipe with dimensions. The bottom drawing is a table of pipe dimensions.

PIPE SIZE (INCHES)	OD	ID	WALL THICKNESS	W	H	W	H	W	H
1/2"	0.625	0.500	0.063	0.625	0.500	0.625	0.500	0.625	0.500
3/4"	0.875	0.750	0.063	0.875	0.750	0.875	0.750	0.875	0.750
1"	1.125	0.900	0.110	1.125	0.900	1.125	0.900	1.125	0.900
1 1/4"	1.500	1.250	0.125	1.500	1.250	1.500	1.250	1.500	1.250
1 1/2"	1.625	1.375	0.125	1.625	1.375	1.625	1.375	1.625	1.375
2"	2.125	1.750	0.188	2.125	1.750	2.125	1.750	2.125	1.750
2 1/2"	2.625	2.125	0.250	2.625	2.125	2.625	2.125	2.625	2.125
3"	3.125	2.625	0.250	3.125	2.625	3.125	2.625	3.125	2.625
3 1/2"	3.625	3.125	0.250	3.625	3.125	3.625	3.125	3.625	3.125
4"	4.125	3.625	0.250	4.125	3.625	4.125	3.625	4.125	3.625
4 1/2"	4.625	4.125	0.250	4.625	4.125	4.625	4.125	4.625	4.125
5"	5.125	4.625	0.250	5.125	4.625	5.125	4.625	5.125	4.625
5 1/2"	5.625	5.125	0.250	5.625	5.125	5.625	5.125	5.625	5.125
6"	6.125	5.625	0.250	6.125	5.625	6.125	5.625	6.125	5.625
6 1/2"	6.625	6.125	0.250	6.625	6.125	6.625	6.125	6.625	6.125
7"	7.125	6.625	0.250	7.125	6.625	7.125	6.625	7.125	6.625
7 1/2"	7.625	7.125	0.250	7.625	7.125	7.625	7.125	7.625	7.125
8"	8.125	7.625	0.250	8.125	7.625	8.125	7.625	8.125	7.625
8 1/2"	8.625	8.125	0.250	8.625	8.125	8.625	8.125	8.625	8.125
9"	9.125	8.625	0.250	9.125	8.625	9.125	8.625	9.125	8.625
9 1/2"	9.625	9.125	0.250	9.625	9.125	9.625	9.125	9.625	9.125
10"	10.125	9.625	0.250	10.125	9.625	10.125	9.625	10.125	9.625
10 1/2"	10.625	10.125	0.250	10.625	10.125	10.625	10.125	10.625	10.125
11"	11.125	10.625	0.250	11.125	10.625	11.125	10.625	11.125	10.625
11 1/2"	11.625	11.125	0.250	11.625	11.125	11.625	11.125	11.625	11.125
12"	12.125	11.625	0.250	12.125	11.625	12.125	11.625	12.125	11.625
12 1/2"	12.625	12.125	0.250	12.625	12.125	12.625	12.125	12.625	12.125
13"	13.125	12.625	0.250	13.125	12.625	13.125	12.625	13.125	12.625
13 1/2"	13.625	13.125	0.250	13.625	13.125	13.625	13.125	13.625	13.125
14"	14.125	13.625	0.250	14.125	13.625	14.125	13.625	14.125	13.625
14 1/2"	14.625	14.125	0.250	14.625	14.125	14.625	14.125	14.625	14.125
15"	15.125	14.625	0.250	15.125	14.625	15.125	14.625	15.125	14.625
15 1/2"	15.625	15.125							

Fixture Type C  
COLUMBIA #LXEM4-40ML-DFA-EDU

[illegible]

## ALU LINEAR

### ALU LINEAR 2000

Very high resolution, 1000 lines horizontal resolution  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines

ALU LINEAR 2000  
1000 lines horizontal resolution

### ALU LINEAR 4000

Very high resolution, 1000 lines horizontal resolution  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines

ALU LINEAR 4000  
1000 lines horizontal resolution

### ALU LINEAR 8000

Very high resolution, 1000 lines horizontal resolution  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines

ALU LINEAR 8000  
1000 lines horizontal resolution

### ALU LINEAR 16000

Very high resolution, 1000 lines horizontal resolution  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines  
Very wide horizontal resolution, 1000 lines  
Very wide vertical resolution, 1000 lines

ALU LINEAR 16000  
1000 lines horizontal resolution

Fixture Type D  
PRISMA #077385



33450 Menard Pl. Suite 214  
Albuquerque, New Mexico 87112  
Phone: (505) 323-7624 Fax: (505) 323-759  
E-mail: [thosaprosper@comcast.net](mailto:thosaprosper@comcast.net)

[illegible]

# CAPITOL FLATS

139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
**LEGACY CAPITAL COMPANY**

REVIEW PRINTS NOT TO  
BE USED FOR REGULATORY  
APPROVAL PERMIT OR  
CONSULTATION



4202 Bellway Drive  
Addison, TX 75001  
214.520.8878  
bgaarchitects.com

DATE 09-14-18

PROJECT  
18133

SHEET NUMBER  
E-102

EXTERIOR LIGHTING  
FIXTURE CUT-SHEET

COMMITMENT © 800 ARCHITECTS ALL RIGHTS RESERVED

1. ALL WORK DETAILED ON THESE PLANS AND PERFORMED UNDER THIS CONTRACT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND THE PROJECT GEOTECHNICAL REPORT. WHERE APPLICABLE, NEW MEXICO PUBLIC WORKS STANDARDS SHALL APPLY.

2. THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS WHICH APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS, INCLUDING EPA REQUIREMENTS WITH RESPECT TO STORM WATER DISCHARGE.

3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL OBSTRUCTIONS INCLUDING ALL UNDERGROUND UTILITIES. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION OBSERVER OR ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMAL AMOUNT OF DELAY.

4. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT THE LOCATING SERVICE FOR LOCATION OF EXISTING UTILITIES.

5. ALL ELECTRICAL, TELEPHONE, CABLE TV, GAS AND OTHER UTILITY LINES, CABLES, AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION, SHALL BE COORDINATED WITH THAT UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE HIS ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.

8. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITY LINES WITHIN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE, AND APPROVED BY THE CONSTRUCTION OBSERVER.

7. CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

II. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.

9. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION (I.E., BARRICADING, TOPSOIL DISTURBANCE, EXCAVATION PERMITS, EPA STORM WATER PERMITS, ETC.).

14. ALL PROPERTY CORNERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. ALL PROPERTY CORNERS MUST BE RESET BY A REGISTERED LAND SURVEYOR.

19. THE CONTRACTOR SHALL PREPARE A CONSTRUCTION TRAFFIC CONTROL AND SIGNING PLAN AND OBTAIN APPROVAL OF SUCH PLAN FROM THE CITY OF SANTA FE TRAFFIC ENGINEERING DEPARTMENT, PRIOR TO BEGINNING ANY CONSTRUCTION WORK ON OR ADJACENT TO EXISTING STREETS.

12. ALL BARRICADES AND CONSTRUCTION SIGNING SHALL CONFORM TO APPLICABLE SECTIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), US DEPARTMENT OF TRANSPORTATION, LATEST EDITION.

13. THE CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION BARRICADES AND SIGNING AT ALL TIMES. THE CONTRACTOR SHALL VERIFY THE PROPER LOCATION OF ALL BARRICADES.

14 THE CONTRACTOR SHALL TAKE ALL STEPS NECESSARY TO CONFORM WITH EPA REQUIREMENTS, INCLUDING COMPLIANCE WITH NPDES PHASE 2 REQUIREMENTS.

1. EXCEPT AS PROVIDED HEREON, GRADING SHALL BE PERFORMED AT THE ELEVATIONS AND IN ACCORDANCE WITH THE DETAILS SHOWN ON THIS PLAN.

2. THE COST FOR REQUIRED CONSTRUCTION DUST AND EROSION CONTROL MEASURES SHALL BE INCIDENTAL TO THE PROJECT COST.

3. ALL WORK RELATIVE TO FOUNDATION CONSTRUCTION, SITE PREPARATION, AND PAYMENT INSTALLATION, AS SHOWN ON THIS PLAN, SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "GEOLOGICAL INVESTIGATION." ALL OTHER WORK SHALL, UNLESS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS (FIRST PRIORITY), AND/OR THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS (SECOND PRIORITY).

4. EARTH SLOPES SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL UNLESS SHOWN OTHERWISE.

5. IT IS THE INTENT OF THESE PLANS THAT THIS CONTRACTOR SHALL NOT PERFORM ANY WORK OUTSIDE OF THE PROPERTY BOUNDARIES EXCEPT AS REQUIRED BY THIS PLAN.

6. THE CONTRACTOR IS TO ENSURE THAT NO SOIL ERODES FROM THE SITE ONTO ADJACENT PROPERTY OR PUBLIC RIGHT-OF-WAY.

7. A DISPOSAL SITE FOR ANY & ALL EXCESS EXCAVATION MATERIAL, AND UNSUITABLE MATERIAL AND/OR A BORROW SITE CONTAINING ACCEPTABLE FILL MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS AND APPROVED BY THE OBSERVER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL OR BORROW SITE, AND Haul to or from shall be CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.

8. PAVING AND ROADWAY GRADES SHALL BE  $\pm .8'$  FROM PLAN ELEVATIONS. PAD ELEVATION SHALL BE  $\pm .05'$  FROM BUILDING PLAN ELEVATION.

9. ALL PROPOSED CONTOURS REFLECT TOP OF PAVEMENT ELEVATIONS IN THE PARKING AREA AND MUST BE ADJUSTED FOR MEDIANS AND ISLANDS.

10. VERIFY ALL ELEVATIONS SHOWN ON PLAN FROM BASIS OF ELEVATION CONTROL STATION PRIOR TO BEGINNING CONSTRUCTION.

1. THIS CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE INSTALLATION OF ALL WORK RELATED TO MECHANICAL UTILITIES AS SHOWN ON THIS PLAN INCLUDING: TIE-INING, BACKFILL, SUPPORTS, CLEANOUT PANS, SERVICE STOPS AND BOXES, SERVICE LINES, TESTING, CLEANING, AND STRIKING. ANY WORK NOT ACCEPTED BY THE ARCHITECT OR ENGINEER DUE TO IMPROPER WORKMANSHIP OR LACK OF PROPER COORDINATION SHALL BE REMOVED AND CORRECTLY INSTALLED AT THE CONTRACTOR'S EXPENSE, AS DIRECTED.

2. MINIMUM DEPTHS OF CONER SHALL BE: 48" FOR WATERLINES AND 48" FOR SEWER, EXCEPT AT BUILDING CONNECTION.

ALL WORK DETAILLED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED BY HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE 1995 UNIFORM PLUMBING CODE & UPFA 24, LATEST EDITION.

4. UTILITY LINES SHALL BE INSTALLED PRIOR TO PAVEMENT, CURB AND GUTTER, AND/OR SIDEWALK, AS APPLICABLE.

3. ROUGH GRADING OF SITE (H.S.) SHALL BE COMPLETED PRIOR TO INSTALLATION OF UTILITY LINES.

8. CONTRACTOR WILL BE RESPONSIBLE FOR CONNECTIONS TO BUILDING DRAIN LINES AND ALL NECESSARY FITTINGS.

2. ALL VALVES SHALL BE ANCHORED PER ASME/ISA STANDARD BNC 7333.

8. FIRE LINES SHALL USE PIPE MATERIALS UNDERPINTERS LABORATORIES LISTED AND APPROVED FOR FIRE SERVICE.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WATER METER, FIRE LINE, AND SEWER HOOKUP FEES FOR INSTALLATIONS. OWNER SHALL BE RESPONSIBLE FOR UTILITY EXPANSION CHARGES, PRORATA AND OTHER SPECIAL ASSESSMENTS.

10. CONTRACTOR SHALL VERIFY DEPTHS AND LOCATIONS OF EXISTING WATER/SAS LINES PRIOR TO BEGINNING WORK. ALL CONFLICTS SHALL BE BROUGHT TO ATTENTION OF THE ENGINEER AND RESOLVED PRIOR TO BEGINNING WORK.

11. CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION PRIOR TO INSTALLATION OF THE SERVICE LINES, AND PRIOR TO TESTING OF ALL WATER LINES. CONTRACTOR SHALL COMPLETE, SIGN, AND SUBMIT THE "CONTRACTOR'S MAINTENANCE & TEST CERTIFICATE FOR UNDERGROUND PIPING" IN ACCORDANCE WITH WPPA 24.

12. CONTRACTOR SHALL INSTALL MECHANICAL JOINT RESTRAINTS ON EXISTING WATER LINES IN ACCORDANCE WITH CITY OF SANTA FE STANDARD DETAILS 10A AND 10B.

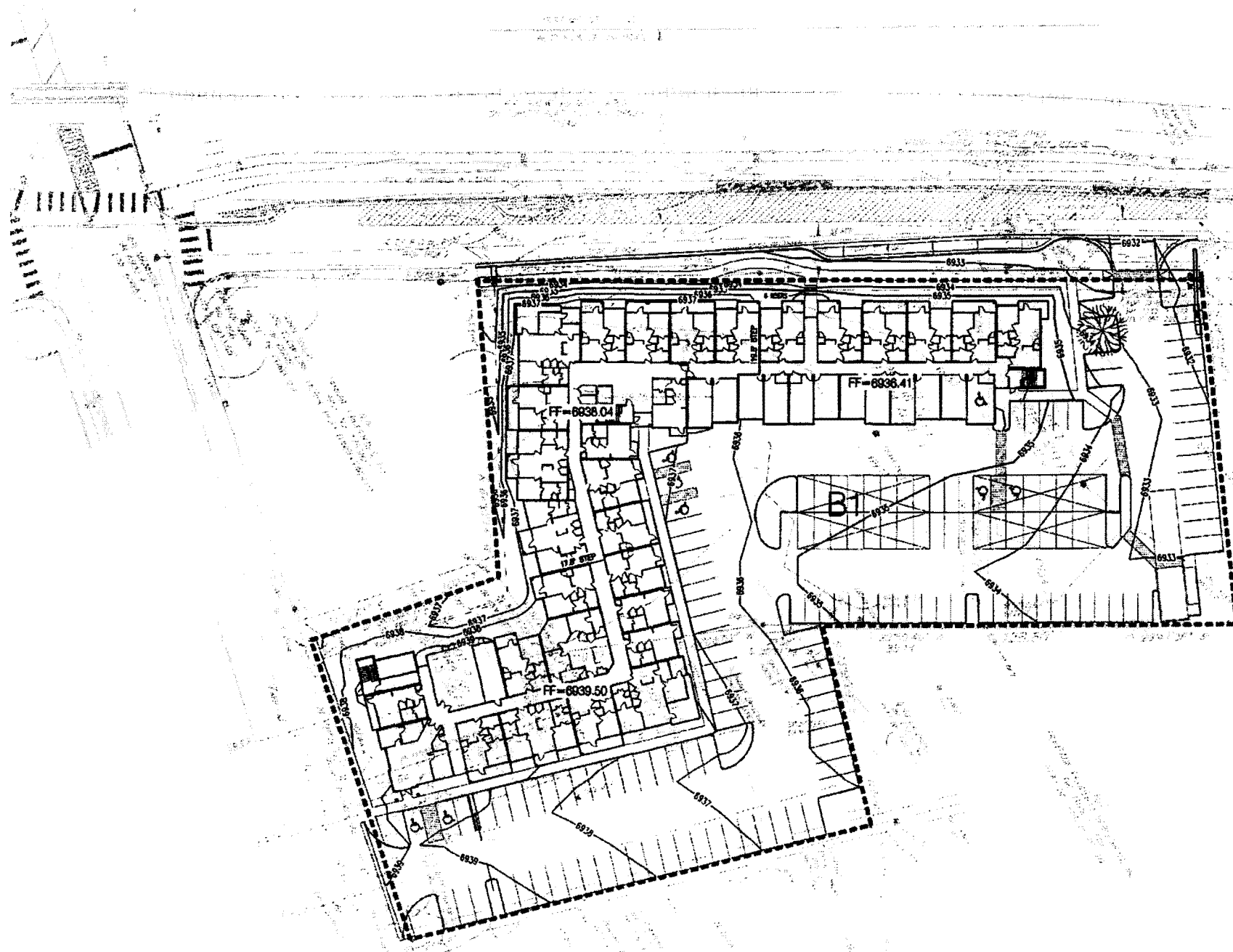
13. ALL MANHOLE COVERS, WALK COVERS AND UTILITY APPURTENANCES WITHIN LIMITS OF CURBING SHALL BE ADJUSTED TO FINISHED GRADE.

14. INSTALL CONCRETE COLLARS FOR ALL MANHOLES AND VALVES LOCATED IN PAVED AREAS PER INAPEN STANDARD DETAIL 246L.

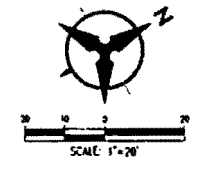
15. CONTRACTOR SHALL COORDINATE NEW GAS SERVICE AND GAS RELOCATION WITH NEW MEXICO GAS COMPANY.



\\20190115\CDMP\and\General\2019070\_Proposed DMP.dwg  
Tn: 14-Sep-2018 - 11:47 am. Plotted by: BORTICA



LEGEND  
----- PROPOSED DRAINAGE BASIN



FOR INFORMATION ONLY

Bohannon & Huston  
www.bhnh.com PDD 677 5192

Capitol Flats, Santa Fe, NM										
Developed Conditions Basin Data Table										
BASIN ID	Area (SQ. FT.)	Area (AC.)	Land Treatment Percentages				Q(100) (cfs/ac.)	Q(100) (cfs)	WTE (inches)	V(100)1440 (CF)
PROPOSED CONDITIONS										
B1	102326	2.35	0.0%	0.0%	14.0%	86.0%	4.58	10.8	2.72	23200
TOTAL	102326	2.35	-	-	-	-	-	10.8	-	23200



NOT FOR CONSTRUCTION

REVISIONS	

CAPITOL FLATS  
139 APARTMENTS IN SANTA FE, NEW MEXICO FOR:  
ABERG PROPERTY COMPANY

SITE DEVELOPMENT  
ISSUED ON 09-17-18  
REVIEW PRINTS NOT TO  
BE USED FOR REGULATOR  
APPROVAL OR  
CONSTRUCTION



4202 Bellway Drive  
Addison, TX 75001  
214.520.8878  
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DATE  
09-17-18

PROJECT  
18133

SHEET NUMBER

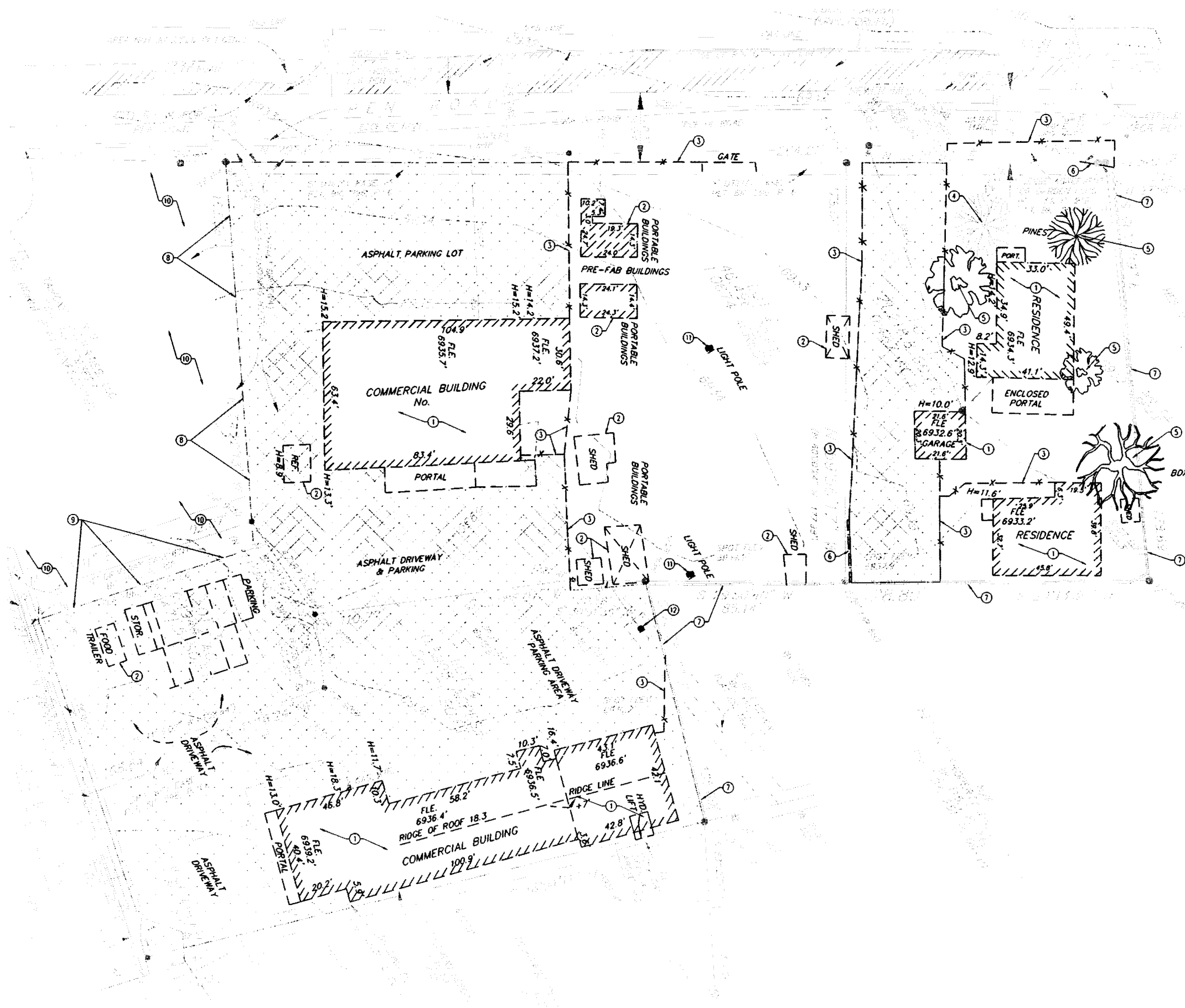
C-003

PROPOSED DRAINAGE  
MANAGEMENT PLAN

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Thu, 4/3/2018 3:27 pm. Plotted by BGT/ECG



#### DEMOLITION NOTES

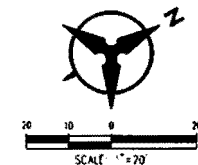
1. ALL UTILITY COMPANY FACILITIES AND UNDERGROUND UTILITY LINES, WHETHER INDICATED OR NOT INDICATED ON THE DRAWING, SHALL BE REMOVED AS REQUIRED FOR NEW CONSTRUCTION AND CAPPED. CONTRACTOR TO COORDINATE THIS WORK WITH UTILITY COMPANIES.
2. CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS THAT ARE TO REMAIN FROM DAMAGE DURING ALL PROJECT WORK. SPECIAL CARE SHOULD BE TAKEN WITH DRAPES OF EXISTING TREES. MINIMIZE TREEMING OR EXCAVATION WITHIN TREE DRAPES. MAXIMUM FILL WITHIN 4' OF TRUNK SHALL BE 6" UP TO MAXIMUM 14" FILL WITHIN REMAINING AREA OF DRAPES. MAXIMUM CUT WITHIN 4' OF TRUNK SHALL BE 0" MAXIMUM WITHIN REMAINING AREA OF DRAPES SHALL BE 4". ANY CONTRACTOR-CAUSED DAMAGE TO EXISTING SITE IMPROVEMENTS, INCLUDING DAMAGE TO ANY TREES TO REMAIN, SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
3. SEE LANDSCAPE PLANS FOR NOTES REGARDING SALVAGE OF EXISTING IRRIGATION EQUIPMENT.
4. CONTRACTOR SHALL PROVIDE TEMPORARY IRRIGATION WATER TO ALL UNDISTURBED TREES, SHRUBS, GRASS AND GROUND COVER WHICH HAVE IRRIGATION SERVICE INTERRUPTED DUE TO THE CONSTRUCTION.
5. DEMOLITION PHASING SHALL PROCEED ONLY WITH THE PHASING OF THE CONSTRUCTION WORK SO THAT DEMOLITION DOES NOT OCCUR UNTIL CONSTRUCTION IS IMMINENT.
6. CONTRACTOR SHALL COORDINATE WORK INDICATED ON THE SITE DEMOLITION PLANS WITH THE CONSTRUCTION PLANS TO DETERMINE SPECIFIC REMOVAL LIMITS.
7. CONTRACTOR IS RESPONSIBLE FOR ALL VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL. CONTRACTOR SHALL COORDINATE WITH CITY OF SANTA FE FOR WORK WITHIN THE PUBLIC RIGHT OF WAY AND WITH OWNER'S REPRESENTATIVE FOR WORK ON-SITE. OWNER'S REPRESENTATIVE SHALL APPROVE ALL PLANS PRIOR TO IMPLEMENTATION.
8. CONTRACTOR IS RESPONSIBLE FOR DRAINAGE MANAGEMENT AND EROSION CONTROL AT ALL TIMES DURING THE CONSTRUCTION PERIOD.
9. EXISTING SIGNS WHICH ARE REMOVED DURING CONSTRUCTION SHALL BE STOCKPILED IN A LOCATION DESIGNATED BY THE OWNER'S REPRESENTATIVE.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND UTILITY WORK NECESSARY TO PERFORM THE WORK SHOWN ON THE UTILITY AND ELECTRICAL PLANS.

#### KEYED NOTES

1. DEMOLISH EXISTING BUILDING, FOUNDATION & CONCRETE SLAB. CONTRACTOR TO COORDINATE UTILITY SHUT OFF'S WITH LOCAL PROVIDERS. CONTRACTOR TO CAP EXISTING UTILITY SERVICES & IRRIGATION LINES.
2. EXISTING PORTABLE BUILDING TO BE REMOVED & DISPOSED OF.
3. REMOVE & DISPOSE OF EXISTING CHAIN LINK OR WOODEN FENCE.
4. EXISTING TREE TO REMAIN. PROTECT IN PLACE.
5. REMOVE & DISPOSE OF EXISTING TREE.
6. REMOVE & DISPOSE OF EXISTING WALL.
7. EXISTING RETAINING WALL, SCREEN WALL OR FENCE AT PROPERTY LINE TO REMAIN.
8. SAW-CUT EXISTING ASPHALT PAVEMENT AT PROPERTY LINE TO A STRAIGHT CLEAN EDGE.
9. SAW-CUT EXISTING ASPHALT PAVEMENT AT EDGE OF DRIVEWAY EASEMENT TO A STRAIGHT CLEAN EDGE.
10. EXISTING ASPHALT PAVEMENT TO REMAIN.
11. REMOVE & DISPOSE OF EXISTING LIGHT POLE.
12. REMOVE & DISPOSE OF EXISTING POWER POLE.

#### LEGEND

--- REMOVE & DISPOSE OF EXISTING ASPHALT PAVEMENT



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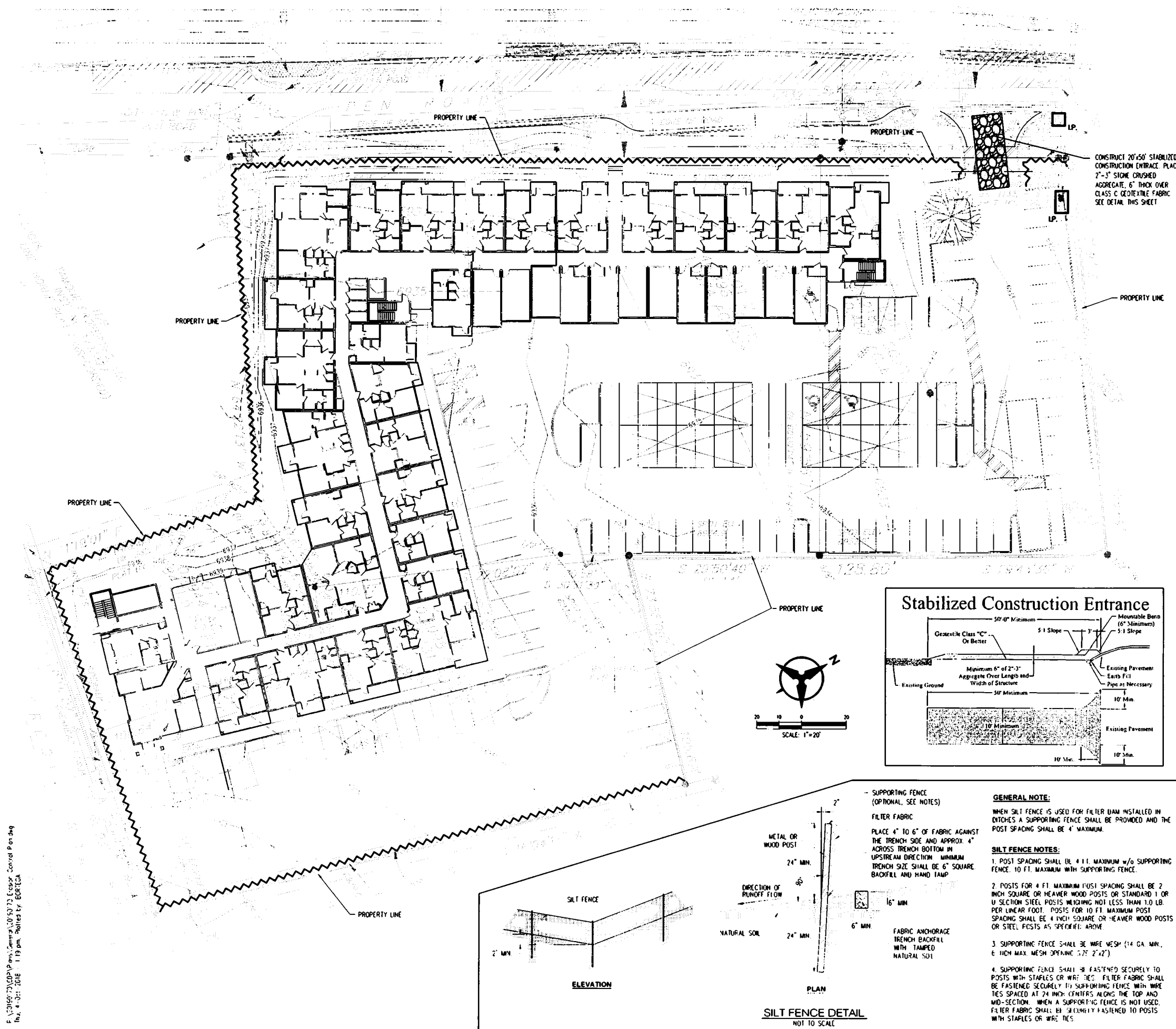
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**C-004**

SITE DEMOLITION  
PLAN

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- ## GENERAL NOTES
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULFILLING ALL NECESSARY NATIONAL POLLUTANT DISCHARGE (ELIMINATION) SYSTEM (NPDES) REQUIREMENTS INCLUDING, BUT NOT LIMITED TO, OBTAINING AN NPDES PERMIT PRIOR TO CONSTRUCTION, FILING OUT THE NOTICE OF DISCHARGE AND APPLYING FOR AND OBTAINING THE NOTICE OF DETERMINATION (NOT) APPLICATION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE IMPLEMENTATION OF AND INSPECTION REPORTS FOR THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
  2. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED SWPPP ON-SITE AT ALL TIMES, AND SHALL COMPLY WITH THE REQUIREMENTS INDICATED ON THAT PLAN.
  3. THE CONTRACTOR SHALL CONFORM TO ALL CITY, COUNTY, STATE AND FEDERAL DUST AND EROSION CONTROL REGULATIONS. THE CONTRACTOR SHALL PREPARE AND OBTAIN ANY NECESSARY DUST OR EROSION CONTROL PERMITS FROM THE REGULATORY AGENCIES.
  4. CONSTRUCTION AREAS SHALL BE WATERED FOR DUST CONTROL IN COMPLIANCE WITH CITY OF ALBUQUERQUE ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND SUPPLYING WATER AS REQUIRED. WATERING, AS REQUIRED FOR CONSTRUCTION AND EROSION CONTROL, SHALL BE THE DUTY OF THE CONTRACTOR. CONSTRUCTION AND NO MEASUREMENT OR PAYMENT SHALL BE MADE THEREFOR.
  5. ANY AREAS DISTURBED BY CONSTRUCTION AND NOT COVERED BY LANDSCAPING OR AN IMPERVIOUS SURFACE SHALL BE REVEGETATED WITH NATIVE GRASS SEEDING. WHEN CONSTRUCTION ACTIVITIES CEASE AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME WITHIN 14 DAYS, STABILIZATION MEASURES MUST BE INITIATED, UNLESS INDICATED OTHERWISE ON THESE PLANS OR ON ANY OTHER CONTRACT DOCUMENTS. GRASS SEEDING SHALL BE CLASS A SEEDING PER SECTION 1012 OF THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, APWA 90 CHAPTER, LATEST EDITION.
  6. ALL WASTE PRODUCTS FROM THE CONSTRUCTION SITE, INCLUDING ITEMS DESIGNATED FOR REMOVAL, CONSTRUCTION WASTE, CONSTRUCTION EQUIPMENT WASTE PRODUCTS (OIL, GAS, TILES, ETC.) GARBAGE, GRABBING, EXCESS CUT MATERIAL, VEGETATIVE DEBRIS, ETC. SHALL BE APPROPRIATELY DISPOSED OF OFF-SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMITS REQUIRED TO HANDLE OR REMOVE WASTE PRODUCTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE WASTE DISPOSAL SITE COMPLIES WITH CITY, STATE, AND FEDERAL REGULATIONS REGARDING THE ENVIRONMENT, CHANGEMADE SPECIES, AND ARCHAEOLOGICAL RESOURCES.
  7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANUP AND REPORTING OF SPILLS OF HAZARDOUS MATERIALS ASSOCIATED WITH THE CONSTRUCTION SITE. HAZARDOUS MATERIALS INCLUDE GASOLINE, DIESEL FUEL, MOTOR OIL, SOLVENTS, CHEMICALS, PAINTS, ETC. WHICH MAY BE A THREAT TO THE ENVIRONMENT. THE CONTRACTOR SHALL REPORT THE DISCOVERY OF PAST OR PRESENT SPILLS TO THE NEW MEXICO ENVIRONMENT DEPARTMENT EMERGENCY RESPONSE TEAM AT 505-827-9329.
  8. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS CONCERNING SURFACE AND UNDERGROUND WATER. CONTACT WITH SURFACE WATER BY CONSTRUCTION EQUIPMENT AND PERSONNEL SHALL BE MINIMIZED. EQUIPMENT AND PERSONNEL SHALL BE PROHIBITED FROM OPERATING IN AN ENVIRONMENTALLY SAFE MANNER IN COMPLIANCE WITH GOVERNMENT REGULATIONS.
  9. WHERE PRIVATE STORM INLETS ARE SUSCEPTIBLE TO INFLOW OF SLT OR DEBRIS FROM CONSTRUCTION ACTIVITIES, PROTECTION SHALL BE PROVIDED ON THEIR UPSTREAM SIDE UTILIZING BUMPS IDENTIFIED IN THE APPROVED SWPPP.
  10. NO OFFSITE STORM DRAIN INLETS SHALL BE CONDED. ONLY ONSITE/PROPOSED INLETS CAN BE CONDED DURING CONSTRUCTION.
  11. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE IT SHALL BE REMOVED FROM THE ADJACENT PUBLIC OR PRIVATE RIGHT-OF-WAY AT THE TIME OF OCCURRENCE. OFF-SITE TRACKING OF SEDIMENT SHALL BE SWEPT AT THE END OF EACH DAY.
  12. PROJECT IS REQUIRED TO MAINTAIN A REGIMENT OF STREET SLEEPING AND CLEAN UP MEASURES IN THE EVENT OF TRACK OUT TO MINIMIZE AND PREVENT OFF SITE CONVENANCES DURING CONSTRUCTION.

EROSION CONTROL NOTES

EROSION CONTROL SCHEDULE AND SEQUENCING. SEE SHPPP PLAN FOR OPERATOR RESPONSIBLE FOR EACH CONTROL MEASURE LISTED AND BMP DETAILS.

- I. **ROUGH GRADING** - INSTALL SLIP FENCE OR STRAIN MATS. STABILIZED CONSTRUCTION ENTRANCE AND SEDIMENT PANS WHERE PRACTICAL. INSTALL BEFORE GRADING IF POSSIBLE. IF NOT, THEN CONCURRENT WITH MAJOR GRADING. WATER SHALL BE APPLIED TO STABILIZE DISTURBED AREAS.
- II. **BUILDING CONSTRUCTION/UTILITY INSTALLATION** - MAINTAIN SOIL EROSION MEASURES DURING BUILDING CONSTRUCTION AND UTILITY INSTALLATION. WATER SHALL BE APPLIED FOR SOIL STABILIZATION AS NECESSARY.
- III. **FINAL STABILIZATION** - FINAL STRUCTURAL AND STABILIZATION CONTROLS INSTALLED PER APPROVED CONSTRUCTION AND LANDSCAPING DRAWINGS (REFERENCED BY SWPPP PLAN)




DURING CONSTRUCTION STORMWATER CONTROL NOTES:

1. STABILIZED CONSTRUCTION ENTRANCES REQUIRED BETWEEN PAVED/UNPAVED TRANSITIONS. LIMIT NUMBER OF ENTRANCES.
2. SILT FENCE OR STRAW WATER MAT TO BE INSTALLED AT INITIAL GRADING FOR TEMPORARY STRUCTURAL CONTROL. SILT FENCE OR STRAW WATER MAT BE ATTACHED TO CONSTRUCTION SECURITY FENCING FOR ADDITIONAL STABILITY WHEN NECESSARY.
3. DISTURBED AREAS WILL BE WATERED PERIODICALLY FOR TEMPORARY STABILIZATION AND EROSION CONTROL.
4. MATERIALS STORAGE & EQUIPMENT STAGING AREA MAY BE RELOCATED BASED ON CONTRACTOR PREFERENCE AND CHANGING CONDITIONS AT THE JOB SITE, AS LONG AS POSSIBLE DISCHARGE IS CONTAINED ON SITE.
5. LOCATIONS OF TRASH, PORTA-LETTS AND CONCRETE WASH-OUT PITS TO BE REDUCED ON THIS DRAWING.
6. NO DISCHARGE TO WATERS OF THE U.S. OR LISTED WETLANDS.
7. NO OIL, SUE, STORAGE OR BURNING AREAS.

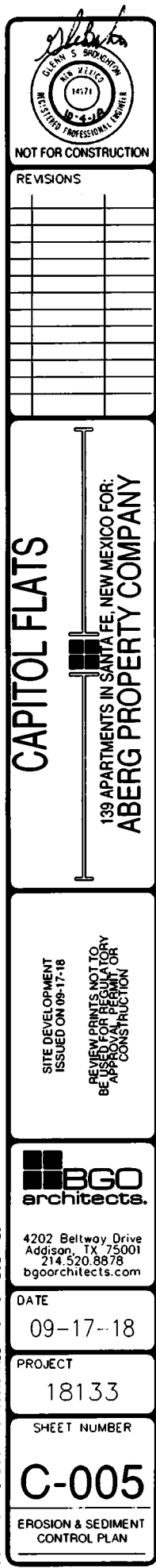
AFTER CONSTRUCTION STORMWATER CONTROL NOTES:

2. REFER TO APPROVED LANDSCAPING DRAWINGS OR FINAL STABILIZATION OF DISTURBED AREAS.

**LEGEND**

-  INSTALL SILT FENCE PER DETAIL THIS SHEET
-  INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL THIS SHEET
-  I.P. INSTALL INLET PROTECTION

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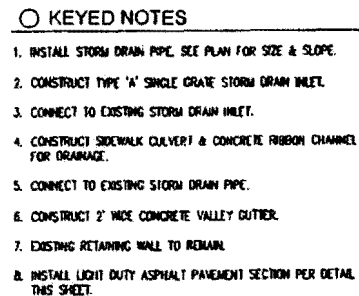


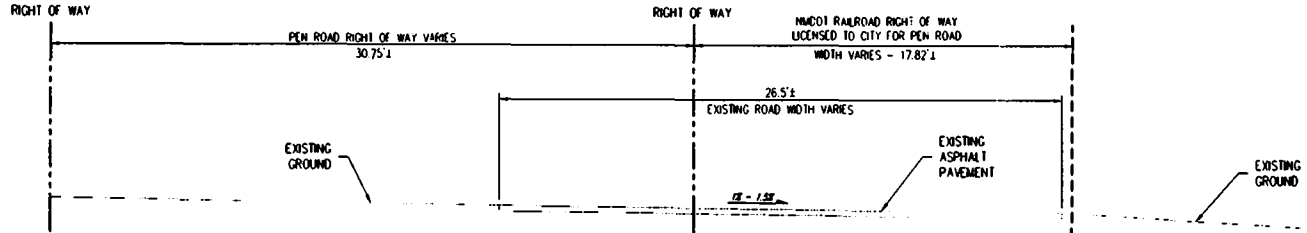
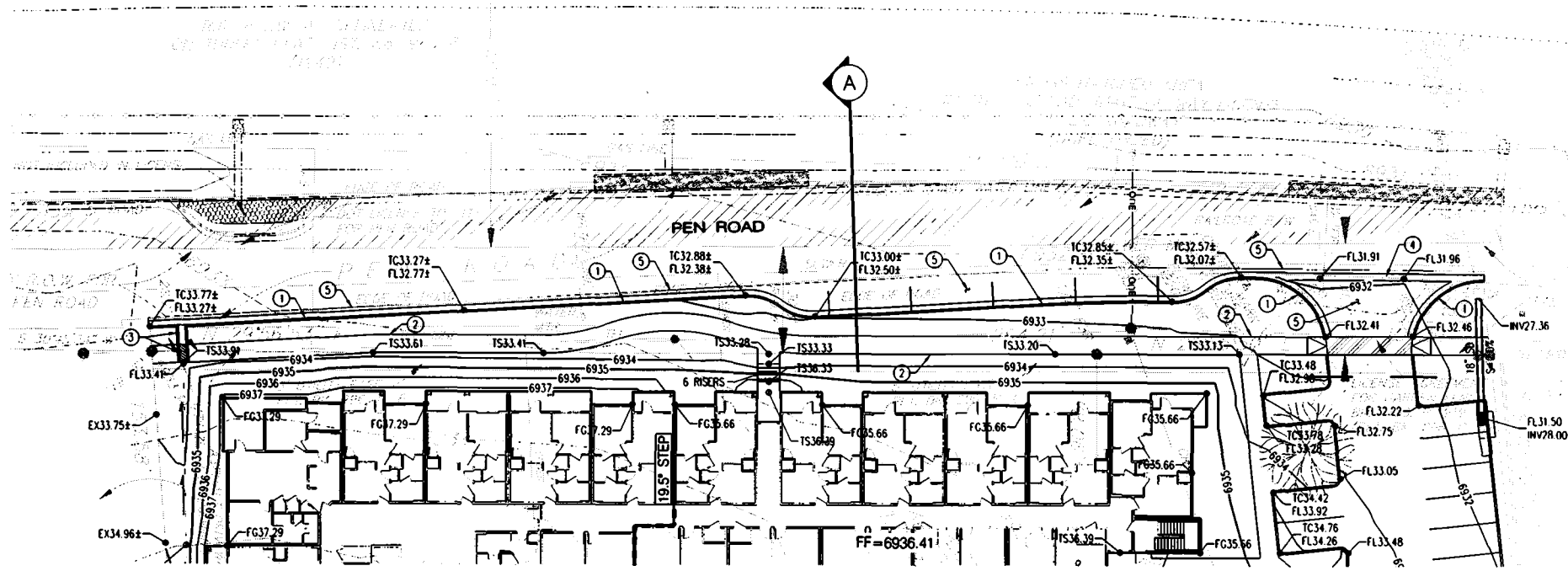
Diagram illustrating the layers of a heavy-duty pavement section:

- 3" SP-IV ASPHALT CONCRETE IN 1 LIFT
- 8" AGGREGATE BASE COURSE
- 10" SUBGRADE PREPARATION OR SOIL MIXING DENSITY FOR ASTM D-1557

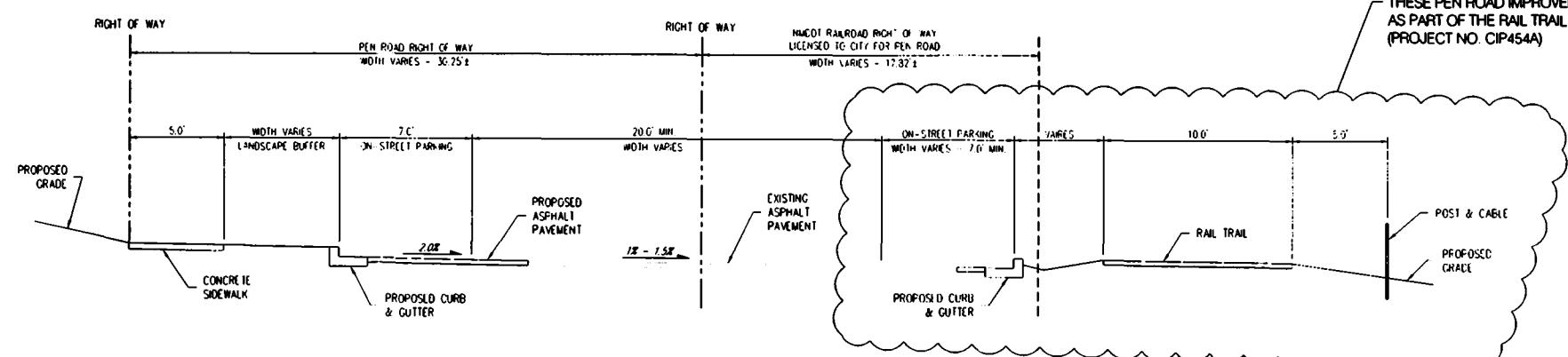
**HEAVY DUTY PAVEMENT SECTION**  
NOT TO SCALE



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**A PEN ROAD - EXISTING SECTION**  
 NOT TO SCALE



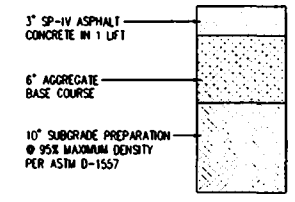
**A PEN ROAD - PROPOSED SECTION**  
 NOT TO SCALE

**KEYED NOTES**

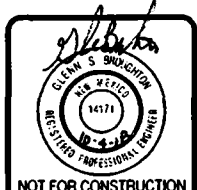
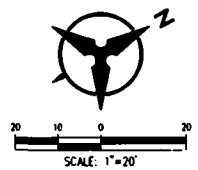
1. CONSTRUCT CONCRETE CURB & GUTTER.
2. CONSTRUCT 5' WIDE CONCRETE SIDEWALK.
3. CONSTRUCT SIDEWALK CULVERT & CONCRETE RIBBON CHANNEL FOR DRAINAGE.
4. CONSTRUCT 2' WIDE CONCRETE VALLEY GUTTER.
5. INSTALL ASPHALT PAVEMENT SECTION PER DETAIL THIS SHEET.

**LEGEND**

- INSTALL PEN ROAD PAVEMENT SECTION PER DETAIL THIS SHEET
- PROPERTY LINE
- EXISTING CONTOURS
- PROPOSED SPOT ELEVATION  
 TC=TOP OF CURB, FL=FLOW LINE  
 TS=TOP OF SIDEWALK, TA=TOP OF ASPHALT  
 EX=EXISTING, FG=FINISHED GRADE  
 FGH=FINISHED GRADE HIGH  
 FGL=FINISHED GRADE LOW
- PROPOSED DIRECTION OF FLOW
- WATER BLOCK / RIDGE OR HIGH POINT
- PROPOSED RETAINING WALL
- PROPOSED INDEX CONTOURS
- PROPOSED INTER CONTOURS
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET



**PEN ROAD PAVEMENT SECTION**  
 NOT TO SCALE



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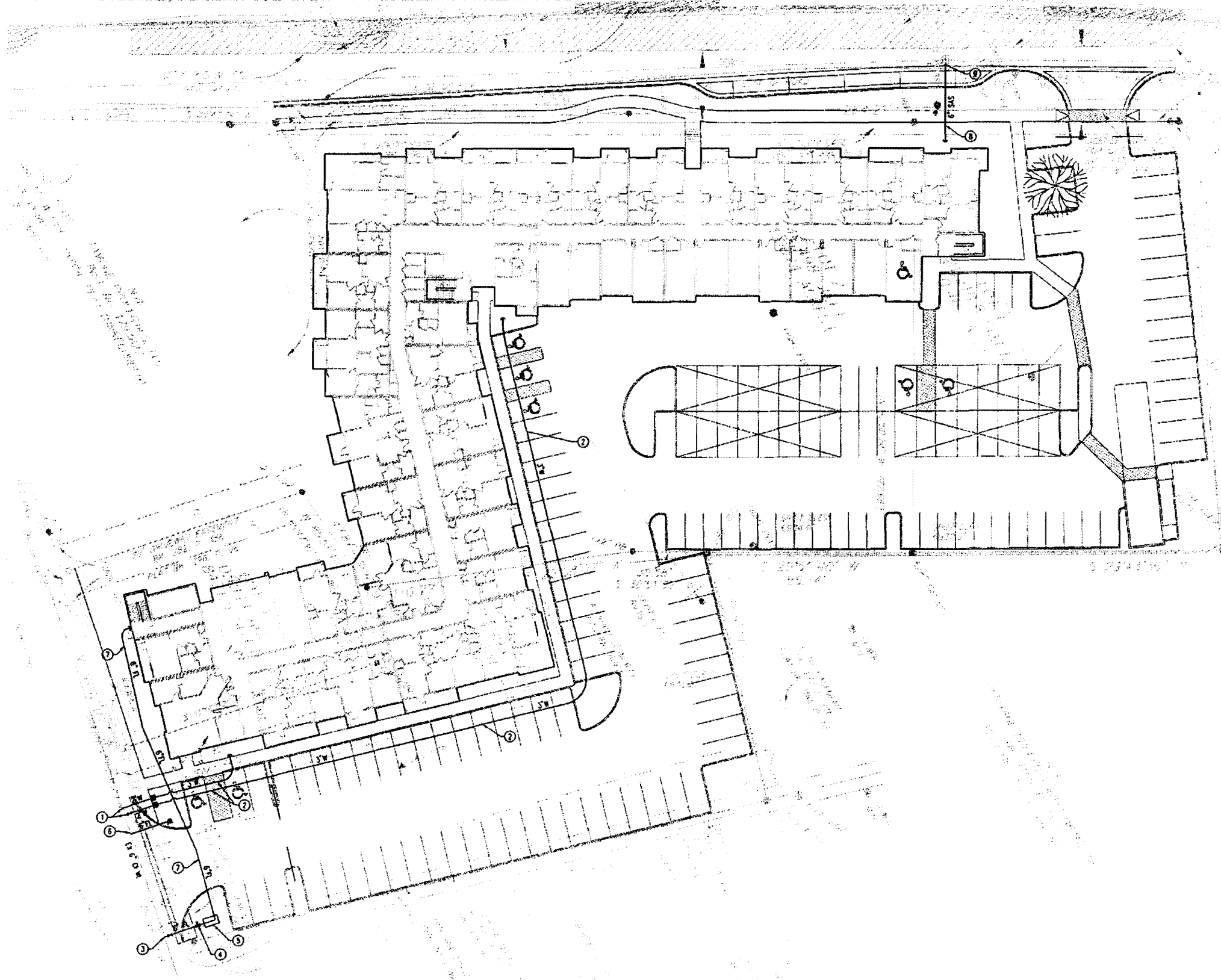
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SHEET NUMBER  
**C-101**

PEN ROAD  
 PAVING PLAN

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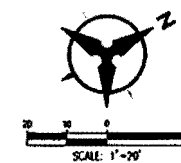


KEYED NOTES

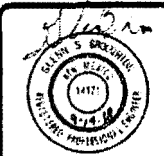
1. INSTALL 2" DOMESTIC WATER METER SERVICE PER COSP STD DETAIL 5.
2. INSTALL 3" DOMESTIC WATER SERVICE LINE TO WITHIN 5' OF BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
3. INSTALL 6"x6"x6" TEE AND 6" GATE VALVE WITH BOX & LID PER COSP STD DETAIL 7.
4. INSTALL 6" GATE VALVE WITH POST INDICATOR.
5. INSTALL 6" REDUCED PRESSURE BACKFLOW PREVENTOR WITH HEATED ENCLOSURE.
6. INSTALL 6"x6"x6" TEE, 6" GATE VALVE WITH BOX & LID & FIRE HYDRANT PER COSP STD DETAIL 7.
7. INSTALL 6" FIRE LINE TO WITHIN 5' OF BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
8. INSTALL 6" SANITARY SEWER SERVICE LINE TO WITHIN 5' OF BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
9. CONNECT TO EXISTING SANITARY SEWER MANHOLE.

LEGEND

- PROPERTY LINE
- PROPOSED EASEMENT
- S/S --- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LIFT STATION
- PROPOSED CLEWMARK
- PROPOSED WATER LINE
- PROPOSED VALVE
- PROPOSED FIRE LINE
- PROPOSED HYDRANT
- PROPOSED CAP
- PROPOSED WATER METER



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SITE UTILITY PLAN

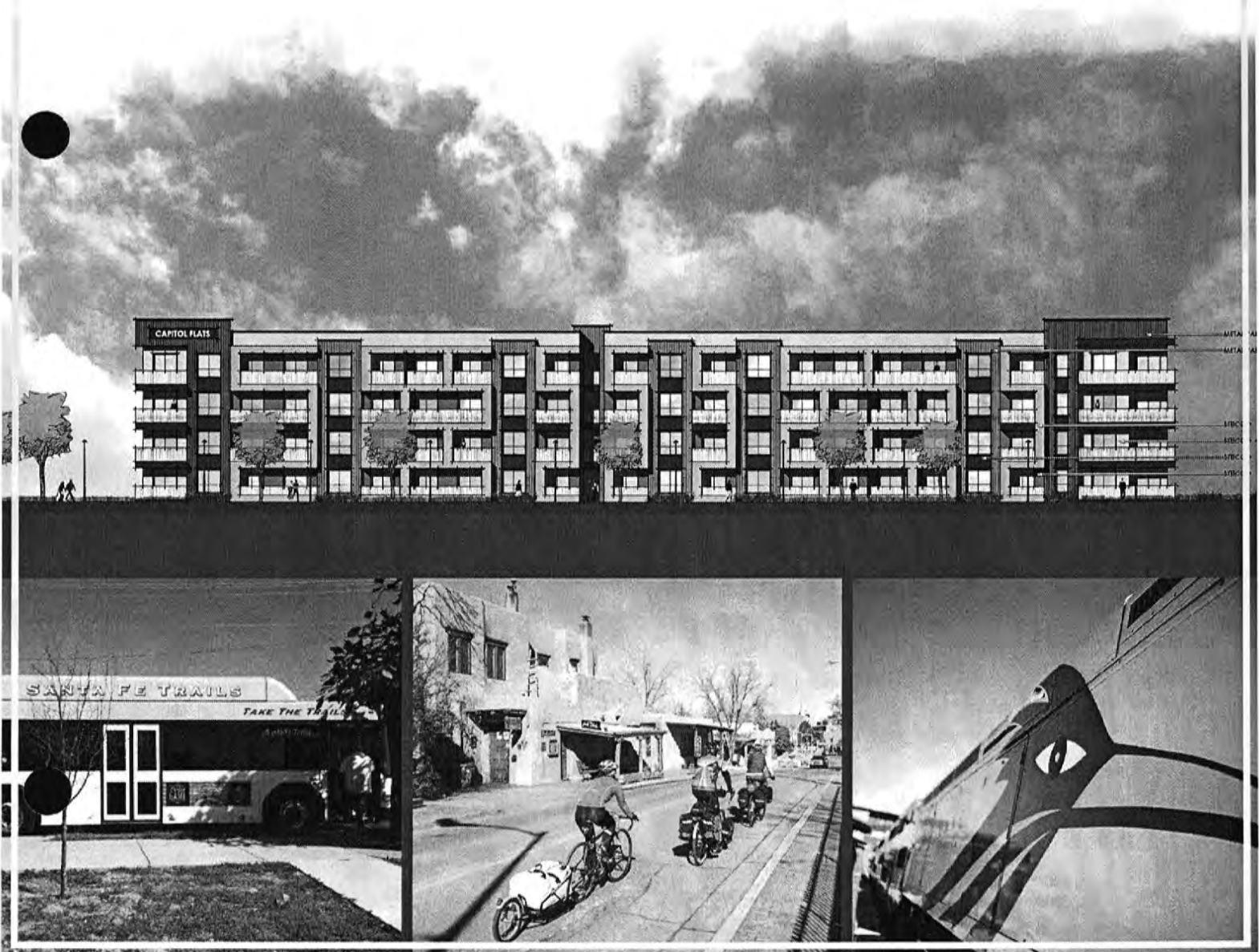
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# CAPITOL FLATS

# ***TRAFFIC IMPACT ANALYSIS***

## SEPTEMBER 2018





# CAPITOL FLATS TRAFFIC IMPACT ANALYSIS

September 2018

**Prepared for:**

City of Santa Fe




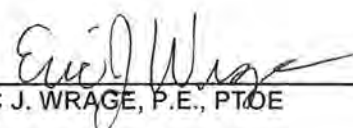
**Prepared by:**

Bohannon Huston, Inc.

7500 Jefferson St NE

Albuquerque, NM 87109

**Bohannon  Huston**

  
ERIC J. WRAGE, P.E., PTOE

9/14/18  
SEPTEMBER 14, 2018

## CAPITOL FLATS TRAFFIC IMPACT ANALYSIS

### TABLE OF CONTENTS

I.	INTRODUCTION AND SUMMARY .....	1
A.	Study Purpose .....	1
B.	Executive Summary .....	1
1.	Site Location and Study Area .....	1
2.	Principal Findings .....	1
3.	Recommendations .....	2
II.	PROPOSED DEVELOPMENT .....	5
A.	Land Use and Intensity .....	5
B.	Development Phasing and Timing .....	5
III.	STUDY AREA CONDITIONS .....	6
A.	Study Area .....	6
B.	Site Accessibility .....	6
C.	Data Sources .....	6
IV.	ANALYSIS OF EXISTING CONDITIONS .....	7
A.	Background .....	7
1.	Multi-Modal Conditions .....	7
B.	Existing Traffic Conditions .....	8
C.	Existing Levels of Service .....	9
V.	PROJECTED TRAFFIC .....	12
A.	Site Traffic Forecasting .....	12
1.	Trip Generation .....	12
2.	Trip Distribution and Assignment .....	13
3.	2020 No Build Traffic Projections .....	13
VI.	TRAFFIC AND IMPROVEMENT ANALYSIS .....	16
A.	Level of Service Analysis .....	16
1.	2020 No Build Intersection Capacity Analysis .....	16
2.	2020 Build Traffic Volumes .....	18
3.	Turn Lanes .....	19
VII.	CONCLUSIONS AND RECOMMENDATIONS .....	21
A.	Conclusions .....	21
B.	Recommendations .....	21

## FIGURES

Figure 1 – Vicinity Map .....	3
Figure 2 – Site Plan .....	4
Figure 3 – 2017 AM (PM) Peak Hour Traffic Volumes .....	11
Figure 4 – Trip Distribution Percentages - Residential .....	14
Figure 5 – Trip Assignment Volumes - Residential .....	15
Figure 6 – 2020 No Build AM (PM) Peak Hour Traffic Volumes .....	17
Figure 7 – 2020 AM (PM) Build Peak Hour Traffic Volumes .....	20

## TABLES

Table 1 – Bicycle and Pedestrian Counts .....	8
Table 2 – LOS Definitions .....	9
Table 3 – 2018 Existing Signalized Intersection Capacity Analysis Results .....	10
Table 4 – 2018 Existing Unsignalized Intersection Results .....	10
Table 5 – Trip Generation .....	12
Table 6 – 2020 No Build Signalized Intersection Capacity Analysis Results .....	16
Table 7 – 2020 No Build Unsignalized Intersection Results .....	16
Table 8 – 2020 Build Signalized Intersection Capacity Analysis Results .....	18
Table 9 – 2020 Build Unsignalized Intersection Results .....	19

## APPENDICES

Appendix A Existing Traffic Counts	
Appendix B 2018 Existing Intersection Capacity Analysis	
Appendix C Forecast Turning Movements and Trip Distribution	
Appendix D 2020 No Build Intersection Capacity Analysis	
Appendix E 2020 Build Intersection Capacity Analysis and Options Analysis	

## I. INTRODUCTION AND SUMMARY

The Capitol Flats is a proposed 139-unit apartment complex located on 2.34 acres between Pen Road and Cordova Road in the South Capitol area of Santa Fe, New Mexico. The development is considered a transit friendly development because it has direct access to the South Capitol Rail Runner Station, multiple Santa Fe Trail bus routes, and is near many pedestrian trails, retail, and large employment sites.

### A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed improvements on the surrounding roadway network, and to recommend any mitigation measures that may be necessary to support the new development.

### B. EXECUTIVE SUMMARY

#### 1. SITE LOCATION AND STUDY AREA

The site is located southwest of the St Francis Drive and Cerrillos Road intersection, in Santa Fe, New Mexico. A vicinity map is shown in Figure 1, and the current site plan shown in Figure 2.

The study area consists of the following intersections:

- Pen Road and Cordova Road (existing unsignalized full access intersection)
- Pen Road and St. Francis Drive (existing unsignalized full access intersection)
- Cordova Road and Cerrillos Road (existing signalized full access T-intersection)
- Cordova Road and St. Francis Drive (existing signalized full access intersection)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2018)
- 2020 Completion Year without proposed development (2020 No Build)
- 2020 Completion Year with buildout of the site (2020 Build)

#### 2. PRINCIPAL FINDINGS

The traffic analysis shows that under existing 2018, 2020 No Build, and 2020 Build, all intersection will operate at an acceptable level of service (LOS). Construction of the Capitol Flats development will not result in dramatic increases in traffic delay or degrade in LOS.

The forecast entering right turn at the proposed Cordova Road driveway does not satisfy NMDOT State Access Management Manual (SAMM) criteria for addition of a right turn lane. The highest entering right turn volume is forecast to be 11 vehicles. Per the SAMM, for multi-lane urban roadways with 11 right turns (SAMM Table 17.B-2, page 74), the minimum volume in the adjacent through lane for a 30-MPH roadway is 776 vehicles per hour, and the future volume on Cordova is expected to be 341 vehicles in the PM peak hour. Therefore, the SAMM right turn lane criteria is not satisfied, and a right turn lane is not required.

### 3. RECOMMENDATIONS

The development does not have a significant impact on traffic operations, and no improvements are necessary at the intersections.





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### III. STUDY AREA CONDITIONS

---

#### A. STUDY AREA

The study area consists of the following intersections:

- Pen Road and Cordova Road (existing unsignalized full access intersection)
- Pen Road and St. Francis Drive (existing unsignalized full access intersection)
- Cordova Road and Cerrillos Road (existing signalized full access T-intersection)
- Cordova Road and St. Francis Drive (existing signalized full access intersection)

#### B. SITE ACCESSIBILITY

Access to the residential site will be via two (2) driveways. One will be from Pen Road, west of the development and one will be from Cordova Road, south of the development.

#### C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography, and mapping from Google Earth®.

#### IV. ANALYSIS OF EXISTING CONDITIONS

---

##### A. BACKGROUND

Cordova Road is classified as a minor arterial by the Santa Fe Metropolitan Transportation Organization (MPO). The posted speed limit is 30 miles per hour (MPH). Cordova Road has two travel lanes in each direction, with a center median or two-way left turn lane. The Santa Fe MPO 2011 Annual Average Daily Traffic Volumes map indicates Cordova Road has an average daily traffic volume of 19,360 vehicles per day (vpd). A designated railroad crossing is present on Cordova Road west of the intersection with Pen Road. Cordova Road has sidewalks on both sides of the roadway. The City of Santa Fe Rail Trail Extension plans to construct a marked crosswalk, with median refuge, across Cordova Road between Pen Road and the NM Rail Runner tracks.

Pen Road is an unclassified 2-lane road that runs parallel to the New Mexico Rail Runner train tracks. The posted speed is assumed to be 25 MPH, though no signs are present in GoogleEarth StreetView. Although no sidewalk is present along Pen Road, the previously mentioned City Rail Trail Extension project plans to extend the Rail Trail from Alta Vista Street to north of Pen Road, on the west side of Pen Road between the roadway and the NM Rail Runner tracks. In addition, the City project plans to add a marked crosswalk of Pen Road on Cordova Road. (Sidewalk will also be constructed on the east side of Pen Rd. along the property frontage as part of the project.)

St. Francis Drive is classified as a principal arterial with a posted speed limit of 35 MPH. St. Francis drive has three travel lanes in each direction with a center median or two-way left turn lane. St. Francis Drive has an average daily traffic volume of 42,160 vpd. St. Francis Drive has sidewalks on both sides of the roadway.

Cerrillos Road is classified as a principal arterial with a posted speed limit of 35 miles per hour. Cerrillos Road has two travel lanes in each direction with a center median or two-way left turn lane. Cerrillos Road has an average daily traffic volume of 28,900 vpd. Cerrillos Road has sidewalks on both sides of the roadway.

##### 1. MULTI-MODAL CONDITIONS

Capitol Flats will be transit oriented development (TOD) being less than 0.2 miles from the South Capitol Rail Runner station, providing access to rail transit options. Residents also have direct access to bus lines that serve the City of Santa Fe. The development is located within 500 feet of bus stops serving two of Santa Fe Trail's primary routes: Route 2 (Cerrillos

Road), which operates every 15 minutes and can be classified as "high frequency," and Route 4 (Downtown/St Francis Drive) with approximately 20-25 minute headways.

Santa Fe Trails Route 2 provides transit access along Cerrillos Road, diverting onto Cordova Road to serve the South Capitol Station and continuing northbound on St. Francis Drive before returning to Cerrillos Road towards downtown Santa Fe. Weekday service is approximately from 6:00 AM – 10:00 PM, and weekend service is from approximately 8:30 AM – 8:00 PM.

Santa Fe Trails Route 4 provides transit access along St. Francis Drive, diverting onto Cordova Road to serve the South Capitol Station before continuing towards downtown Santa Fe. Weekday service is approximately from 6:00 AM – 10:00 PM, and weekend service is from approximately 8:00 AM – 7:00 PM.

The development is in proximity to walking and bicycle trails, including easy access to the Rail Trail, Acequia Trail, River Trail, as well as adjacent streets with bicycle facilities. Additionally, there is easy access to nearby retail, commercial, and employment sites within walking distance. Pedestrian and bicycle traffic is expected to increase after construction of the Rail Trail Extension project.

See Table 1 below for pedestrian counts.

## B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersection analyzed in the study area were collected Thursday, August 30, 2018, while school was in session. Figure 3 is a summary of the existing peak hour traffic volumes, existing laneage, turning movements, and intersection level of service. Existing traffic counts are included in Appendix A.

The traffic counts included counts for heavy vehicles, pedestrians, and bicyclists. Pedestrian traffic is high in the area, with a total of 155 pedestrians counted at the intersection of Cordova Road and St Francis Drive. See Table 1 below for total bicycle and pedestrian counts at the evaluated intersections.

Table 1 – Bicycle and Pedestrian Counts		
Location	Bicycle	Pedestrian
Cerrillos Rd and Cordova Rd	17	31
Pen Rd and Cordova Rd	51	36
Cordova Rd and St Francis Dr	18	155
St Francis Dr and Pen Rd	26	56



### C. EXISTING LEVELS OF SERVICE

The 2010 Highway Capacity Manual (HCM) defines Level of Service (LOS) for unsignalized intersections is as follows:

Table 2 – LOS Definitions		
Level of Service	Definition	Signalized (sec/veh)
A	Most vehicles do not stop.	<10
B	Some vehicles stop.	>10 and <20
C	Significant numbers of vehicles stop.	>20 and <35
D	Many vehicles stop.	>35 and <55
E	Limit of acceptable delay.	>55 and <80
F	Unacceptable delay.	>80

The City of Santa Fe has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are generally considered, where feasible.

Existing intersection traffic volumes were analyzed using the Synchro version 10 software, that uses the signalized and unsignalized intersection methodology from the Sixth Edition of HCM. Individual intersection output for the existing conditions analysis is included in Appendix B.

The results are summarized in Table 3 and Table 4, and shown graphically in Figure 3.

The analysis indicates that all intersections operate at an acceptable level of service overall in both the AM and PM peak hours.

At Cerrillos Road and Cordova Road, the overall intersection operates at an LOS B, with no movements LOS E or F in the AM and PM peak hours. St Francis Drive and Cordova Road operates at an LOS C in the AM and PM peak hour, also with no LOS E or F in the AM and PM peak hours.

The analysis used the Synchro phase optimization feature, and then modified the timing to allow for acceptable minor street operations while maintaining acceptable LOS on Cerrillos Road and St Francis Drive. This was also done for the No Build and Build scenarios.

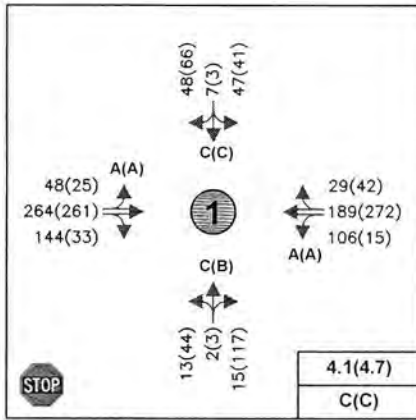
Table 3 – 2018 Existing Signalized Intersection Capacity Analysis Results						
Signalized Intersections	2018 AM Peak			2018 PM Peak		
	Delay (sec.)	Max V/C	LOS	Delay (sec.)	Max V/C	LOS
Cerrillos Rd and Cordova Rd	12.0	0.84	B	18.3	0.90	B
St Francis Dr and Cordova Rd	21.0	0.80	C	30.1	0.84	C

Both unsignalized intersections operate at acceptable levels of service.

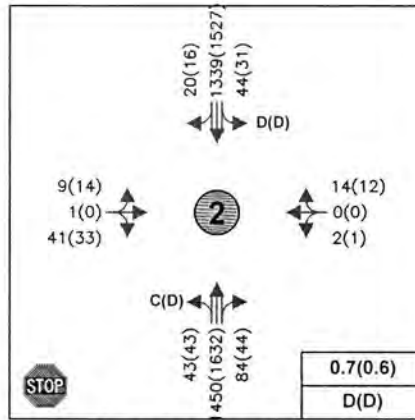
Table 4 – 2018 Existing Unsignalized Intersection Results								
Intersection/Movement	2018 AM Peak				2018 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Cordova Rd and Pen Rd	4.1	-	-	C	4.7	-	-	C
NB Approach	17.3	0.10	25	C	14.2	0.33	50	B
EB Left	7.8	0.04	25	A	8.2	0.03	25	A
WB Left	8.7	0.11	25	A	8.1	0.01	0	A
SB Approach	18.7	0.30	50	C	15	0.27	25	C
St Francis Dr and Pen Rd	0.7	-	-	D	0.6	-	-	D
NB Left	23	0.18	25	C	27.3	0.21	25	D
SB Left	28.4	0.23	25	D	30.1	0.18	25	D

\* - HCM 95<sup>th</sup> percentile queue rounded to next 25-foot increment

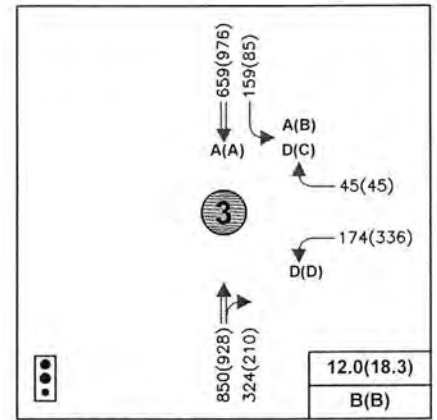




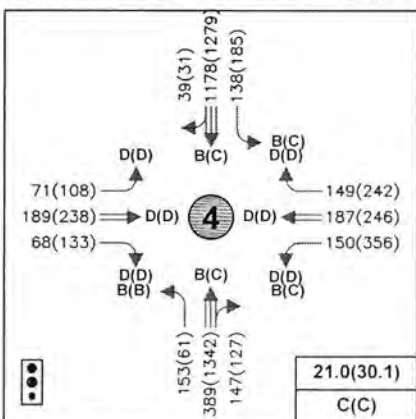
CORDOVA RD/PEN RD



ST FRANCIS DR/PEN RD



CERRILLOS RD/CORDOVA RD



ST FRANCIS DR/CORDOVA RD

### LEGEND

- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

## V. PROJECTED TRAFFIC

### A. SITE TRAFFIC FORECASTING

#### 1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** - These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** - These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were assigned to this development.
- **Diverted Linked Trips** - These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

All trips to the site were considered primary trips.

*The Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> Edition* was used to estimate the trips generated by the site.

Table 5 – Trip Generation							
Land Use	Size	ITE Land Use Type Assumed	Daily	AM Enter	AM Exit	PM Enter	PM Exit
Residential	139	220 – Multifamily (Low-Rise)	1,010	22	56	55	38
Trip Generation			1,010	22	56	55	38

## 2. TRIP DISTRIBUTION AND ASSIGNMENT

A modified gravity model was used to develop the trip distribution. This modified gravity model utilized the Santa Fe MPO employment estimates for each zone within the Santa Fe Metropolitan Planning Area to develop the trip distribution. The spreadsheet used to create the modified gravity model is included in Appendix C.

Spreadsheets showing the development of the trips at each intersection for the build scenario are also included in Appendix C. The trip distribution percentages and assigned traffic volumes for the Build analysis is shown in Figure 4 and Figure 5.

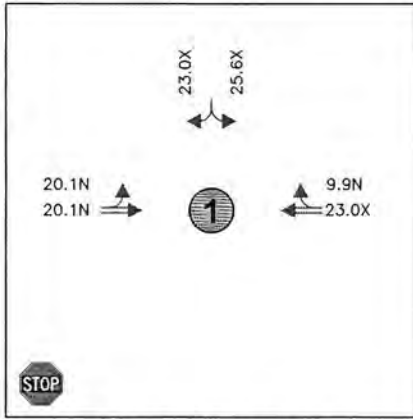
Due to the regional nature of the adjacent arterials St Francis Drive and Cerrillos Road, the vast majority of trips are expected to travel either north or south on these roadways. The trip distribution percentages resulted in approximately 42% of the trips using St Francis Drive and 46% of the trips using Cerrillos Road.

The analysis assumed the majority of trips will enter or exit the development via Cordova Road. The Pen Road access on St Francis Drive will likely be used for trips entering the development on Pen Road traveling southbound on St Francis Drive. The majority of the exiting traffic of the development will utilize Cordova Road to access Cerrillos Road or St Francis Drive.

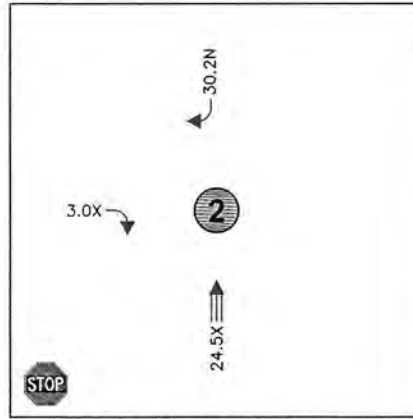
## 3. 2020 NO BUILD TRAFFIC PROJECTIONS

A review of the NMDOT Permanent Count Stations near the project site found a flat growth rate. In order to estimate some traffic growth a 1.0% annual growth was applied to the existing turning movements to provide a small estimate of potential future growth of traffic on the existing street. Figure 6 on page 17 shows the 2020 No Build traffic volumes, number of lanes, and level of service.

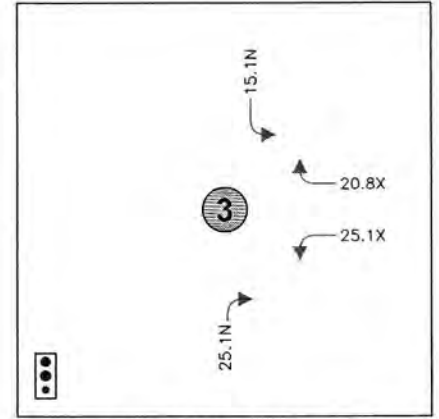
The No Build analysis assumes that the proposed project is not completed.



CORDOVA RD/PEN RD



ST FRANCIS DR/PEN RD

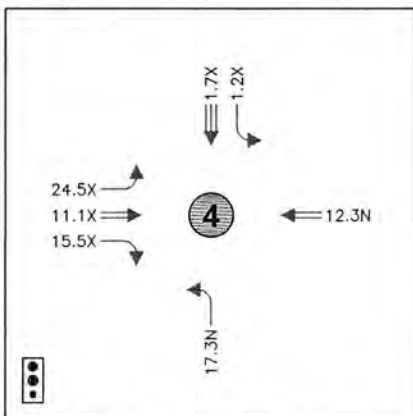


CERRILLOS RD/CORDOVA RD

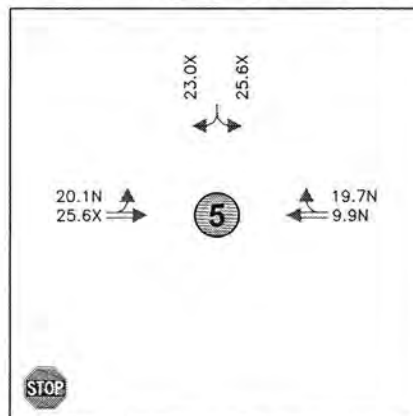


### LEGEND

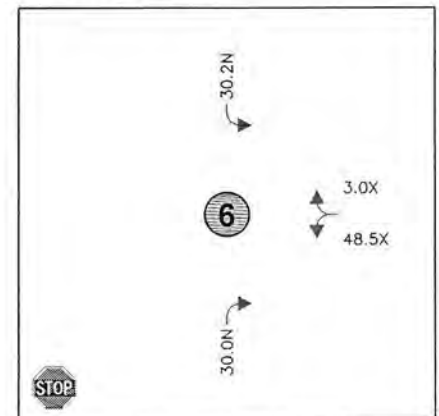
- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting



ST FRANCIS DR/CORDOVA RD

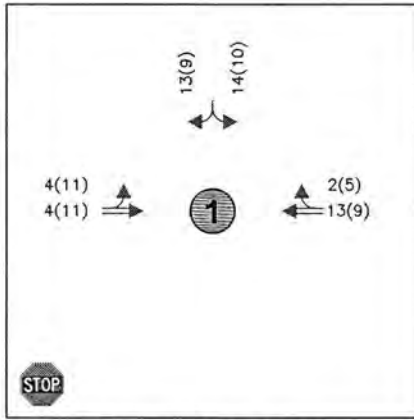


CORDOVA RD/SOUTH ACCESS

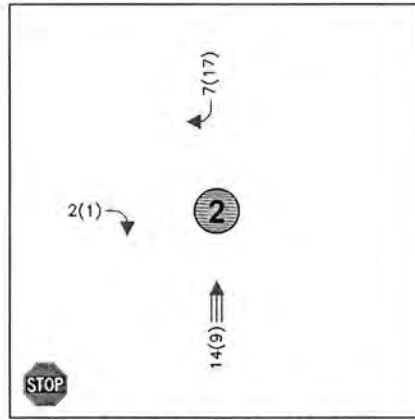


PEN RD/WEST ACCESS

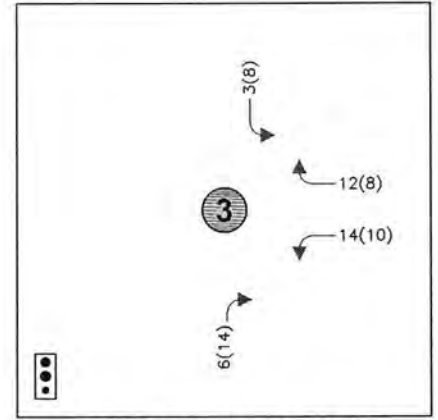




CORDOVA RD/PEN RD



ST FRANCIS DR/PEN RD

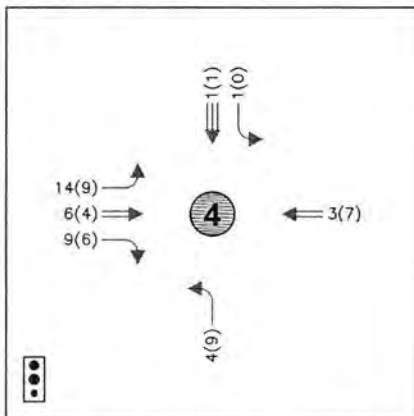


CERRILLOS RD/CORDOVA RD

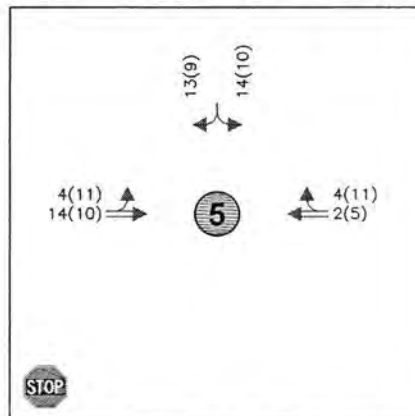


### LEGEND

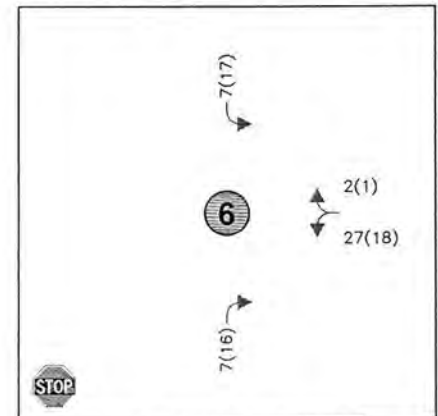
- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts



ST FRANCIS DR/CORDOVA RD



CORDOVA RD/SOUTH ACCESS



PEN RD/WEST ACCESS

## VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

### A. LEVEL OF SERVICE ANALYSIS

#### 1. 2020 NO BUILD INTERSECTION CAPACITY ANALYSIS

For the 2020 No Build scenario, the intersections were again analyzed using Synchro. Table 6 and Table 7 shows the 2020 No Build signalized and unsignalized intersection analysis results. The results are shown graphically in Figure 6. Synchro output is included in Appendix D.

The analysis indicates that all intersections will continue to operate at an overall acceptable level of service in the 2020 No Build scenario, with no movements LOS E or F.

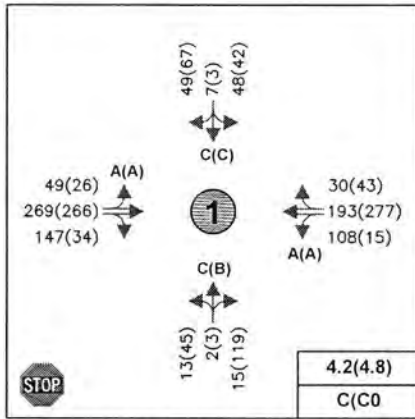
Table 6 – 2020 No Build Signalized Intersection Capacity Analysis Results						
Signalized Intersections	2020 No Build AM Peak			2020 No Build PM Peak		
	Delay (sec.)	Max V/C	LOS	Delay (sec.)	Max V/C	LOS
Cerrillos Rd and Cordova Rd	12.2	0.85	B	18.8	0.91	B
St Francis Dr and Cordova Rd	21.4	0.67	C	32.1	0.85	C

The unsignalized intersections also continue to operate at acceptable levels of service.

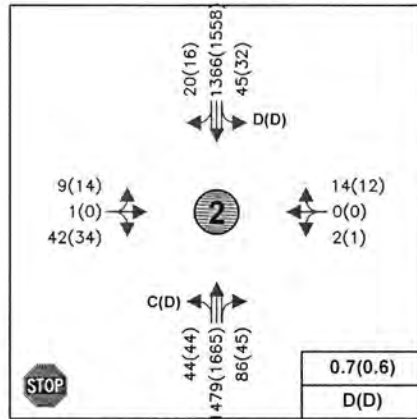
Table 7 – 2020 No Build Unsignalized Intersection Results								
Intersection/Movement	2020 No Build AM Peak				2020 No Build PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Cordova Rd and Pen Rd	4.2	-	-	C	4.8	-	-	C
NB Approach	17.7	0.11	25	C	14.5	0.5	50	B
EB Left	7.9	0.04	25	A	8.2	0.03	25	A
WB Left	8.7	0.11	25	A	8.1	0.02	0	A
SB Approach	19.2	0.32	50	C	15.4	0.28	25	C
St Francis Dr and Pen Rd	0.7	-	-	D	0.6	-	-	-
NB Left	23.7	0.19	25	C	28.6	0.23	25	D
SB Left	29.7	0.24	25	D	31.5	0.19	25	D

\* - HCM 95<sup>th</sup> percentile queue rounded to next 25-foot increment

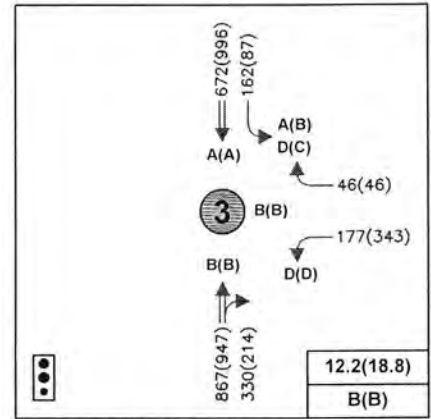




CORDOVA RD/PEN RD



ST FRANCIS DR/PEN RD

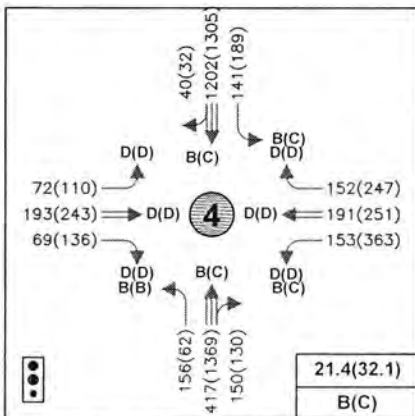


CERRILLOS RD/CORDOVA RD



### LEGEND

- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



ST FRANCIS DR/CORDOVA RD

## 2. 2020 BUILD TRAFFIC VOLUMES

The trips generated by the site (Table 5) were assigned to the intersections using the trip percentages and volumes assigned at each intersection shown in Figure 4 and Figure 5. These trips were added to the 2020 No Build traffic projections in Figure 6.

Figure 7 is a summary of the 2020 Build Peak hour traffic projections, lane geometry, and movement and intersection level of service for the 2020 Build analysis. Individual intersection output is included in Appendix E. Table 8 and Table 9 show the 2020 Build signalized and unsignalized intersection analysis results.

The analysis indicates that all intersections will continue to operate at an overall acceptable level of service in the 2020 Build scenario with the addition of driveways at Cordova Road and Pen Road, with no movements LOS E or F.

Table 8 – 2020 Build Signalized Intersection Capacity Analysis Results						
Signalized Intersections	2020 Build AM Peak			2020 Build PM Peak		
	Delay (sec.)	Max V/C	LOS	Delay (sec.)	Max V/C	LOS
Cerrillos Rd and Cordova Rd	12.7	0.82	B	19.4	0.91	B
St Francis Dr and Cordova Rd	21.4	0.78	C	36.7	0.87	D

The unsignalized intersections of Pen Road and St. Francis, and Pen Road and Cordova Road, operate at acceptable levels of service in the build condition.

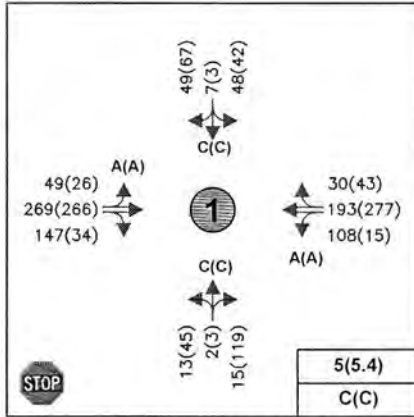
Access to the development at Cordova Road from the south and Pen Road from the west will operate at LOS A or B for all movements with minimal delays.

Table 9 – 2020 Build Unsignalized Intersection Results								
Intersection/Movement	2020 Build AM Peak				2020 Build PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Cordova Rd and Pen Rd	5	-	-	C	5.4	-	-	C
NB Approach	18.5	0.11	25	C	15.4	0.37	50	C
EB Left	7.9	0.05	25	A	8.3	0.04	25	A
WB Left	8.7	0.11	25	A	8.1	0.02	0	A
SB Approach	22.1	0.41	50	C	17.6	0.35	25	C
St Francis Dr and Pen Rd	0.7	-	-	-	0.6	-	-	-
NB Left	23.9	0.19	25	C	29.2	0.23	25	D
SB Left	30.2	0.25	25	D	31.9	0.20	25	D
Cordova Rd and South Access	0.5	-	-	B	0.4	-	-	B
EB Left	8.1	0.01	0	A	8.2	0.01	0	A
SB Approach	10.9	0.05	25	B	11.4	0.04	25	B
Pen Rd and West Access	1.5	-	-	A	1.4	-	-	B
WB Approach	9.9	0.04	25	A	10.2	0.03	25	B
SB Left	7.4	0.01	0	A	7.5	0.01	0	A
* - HCM 95 <sup>th</sup> percentile queue rounded to next 25-foot increment								

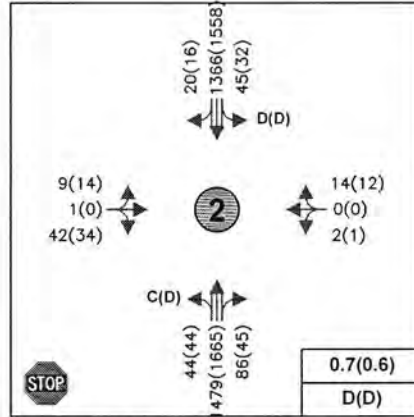
### 3. TURN LANES

The City project to extend the Rail Trail adds a pedestrian refuge on Cordova in the existing two-way center left turn lane, resulting in no eastbound left turn lane onto Pen Road. This will likely discourage some entering left turns from entering at Pen Road. A supplemental analysis was performed that assumed no site entering left turns onto Pen Road and assumed all eastbound entering left turns would enter at the Cordova site driveway. The Cordova driveway would still operate at acceptable level of service under this scenario. This supplemental analysis is included in Appendix E. A two-way center left turn lane exists in Cordova Road at the proposed entrance, so no left turn lane is required to be constructed.

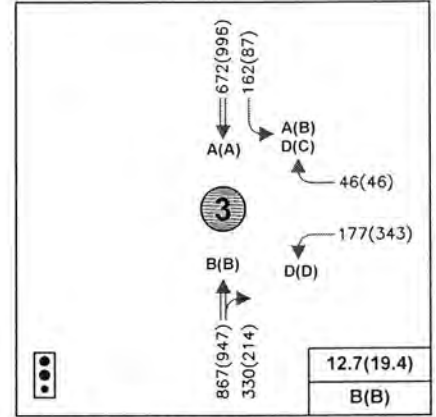
The forecast entering right turn at the proposed Cordova Road driveway does not satisfy NMDOT State Access Management Manual (SAMM) criteria for addition of a right turn lane. The highest entering right turn volume is the PM forecast of 11 vehicles. Per the SAMM, for multi-lane urban roadways with 11 right turns (SAMM Table 17.B-2, page 74), the minimum volume in the adjacent through lane for a 30-MPH roadway is 776 vehicles per hour, and the future volume on Cordova is expected to be 341 vehicles in the PM peak hour. Therefore, the SAMM right turn lane criteria is not satisfied, and a right turn lane is not required.



CORDOVA RD/PEN RD



ST FRANCIS DR/PEN RD

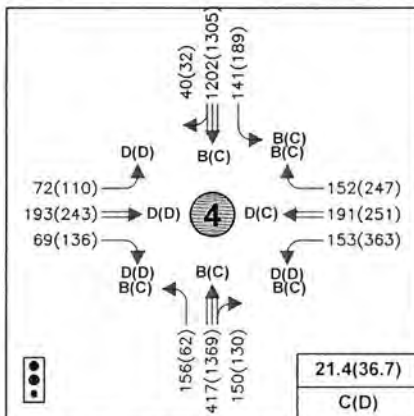


CERRILLOS RD/CORDOVA RD

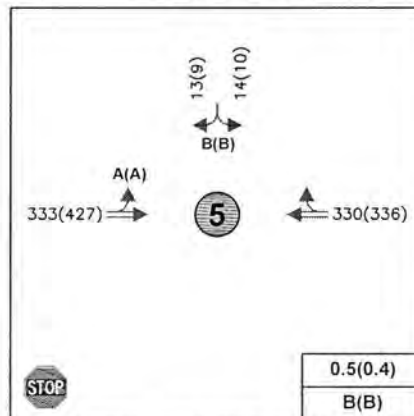


### LEGEND

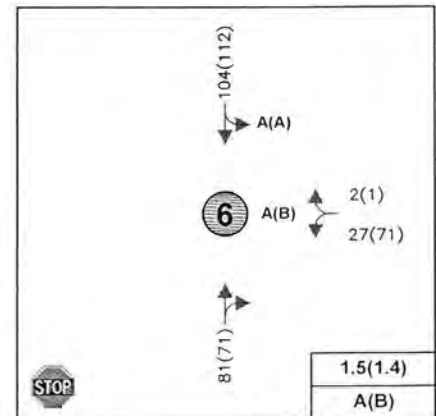
- ↑ ↑ ↑ Thru Lanes (# as indicated)
- ↔ ↔ Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



ST FRANCIS DR/CORDOVA RD



CORDOVA RD/SOUTH ACCESS



PEN RD/WEST ACCESS



## VII. CONCLUSIONS AND RECOMMENDATIONS

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### A. CONCLUSIONS

The traffic analysis shows that under existing 2018, 2020 No Build, and 2020 Build, all intersections will operate at an acceptable level of service (LOS). Construction of the Capitol Flats development will not result in dramatic increases in traffic delay or degrade in LOS.

The forecast entering right turn at the proposed Cordova Road driveway does not satisfy NMDOT State Access Management Manual (SAMM) criteria for addition of a right turn lane. The highest entering right turn volume is forecast to be 11 vehicles. Per the SAMM, for multi-lane urban roadways with 11 right turns (SAMM Table 17.B-2, page 74), the minimum volume in the adjacent through lane for a 30-MPH roadway is 776 vehicles per hour, and the future volume on Cordova is expected to be 341 vehicles in the PM peak hour. Therefore, the SAMM right turn lane criteria is not satisfied, and a right turn lane is not required.

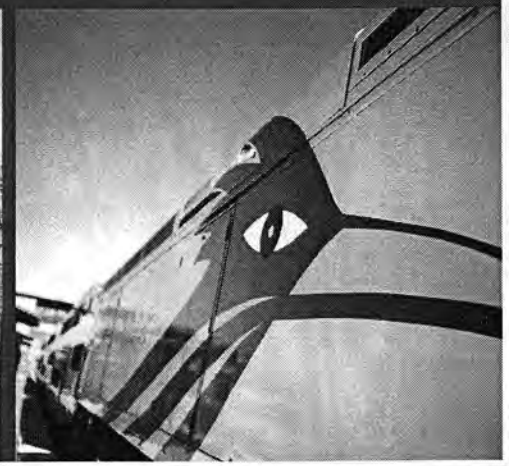
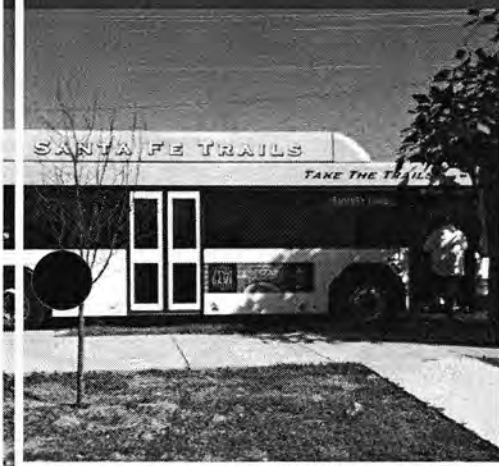
### B. RECOMMENDATIONS

The development does not have a significant impact on traffic operations, and no improvements are necessary at the intersections.

CAPITOL FLATS

***PARKING DEMAND STUDY***

SEPTEMBER 2018





# Capitol Flats Multifamily Development Parking Demand Study

September 2018

**Prepared for:**

City of Santa Fe

**Prepared by:**

Bohannon Huston, Inc.

7500 Jefferson St NE

Albuquerque, NM 87109



JENKINS GAVIN  
PLANNING • ARCHITECTURE • INTERIOR DESIGN

**Bohannon  Huston**

*Cover Page Photo Credits: Santa Fe.com, Michael Clark, and Craig Fritz*

# Capitol Flats Multifamily Development Parking Demand Study

## Introduction

Capitol Flats is a proposed 139-unit apartment complex located on 2.34 acres between Pen Rd and Cordova Rd in the South Capitol area of Santa Fe, NM. Though the site is currently zoned as a C2 Commercial District, its proximity to transit and employment make it an ideal location for multifamily housing similar to those found within the City of Santa Fe's Business Capitol District. The apartments are currently designed with 165 parking spaces (1.19 spaces/unit), which diverges from the Santa Fe City Code average requirement of 1.30 spaces/unit (and 182 spaces for the proposed Capitol Flats).

The level of parking demand at a site is influenced by its location, types of users, and the transportation options available nearby. The purpose of this study is to consider the factors that influence parking demand and their applicability to the site, as well as the appropriateness of developing the Capitol Flats site with 17 fewer parking spaces than typically required by the City Code. The study also considers the extent to which the proposed development exemplifies the types of infill, transit-oriented development, and housing projects that have been expressly stated among of the City of Santa Fe's overall goals for future development.

## Transportation Accessibility for Capitol Flats

A principal influencing factor in the parking demand for residents of Capitol Flats is the development's proximity to commuter rail and bus transit. The project site is less than 0.2 miles, or a 3-4 minute walk, from the South Capitol Rail Runner Station. This provides access to rail transit that is nearly unparalleled within Santa Fe.

Additionally, residents of Capitol Flats will have direct access to bus lines that service the rest of the city. The project is located within 500 feet of stops serving two of Santa Fe Trail's primary routes: Route 2 (Cerrillos), which operates every 15 minutes and can be classified as "high frequency," and Route 4 (Downtown-St. Francis). A range of other routes serve the South Capitol Rail Runner Station and align with the schedule of the Rail Runner. This level of transit access, coupled with the high concentration of bike lanes and multi-use trails in the area, will reduce the need for private vehicle travel in Santa Fe, while still maintaining the ability to commute to Albuquerque, Bernalillo, Los Lunas, or Belen via the Rail Runner.

In addition to the proposed project's easy access to transit, Capitol Flats will allow residents to easily access nearby destinations through alternative modes of transportation. According to the website WalkScore.com, which measures the walkability of a given area, Santa Fe maintains an average walkscore of 40, which qualifies it as a "car-dependent" city where most errands require a car. In contrast, the Capitol Flats site has a walkscore of 77, or "Very Walkable," meaning most errands can be accomplished on foot (WalkScore, 2018). This higher walkscore is in part due to the site's proximity to nearby pedestrian and bike facilities, including easy access to the Rail Trail (which is slated to be improved and extended near-term through the City of Santa Fe

Capital Improvement Program). An at-grade crossing for the Rail Trail along Cordova Rd will provide direct benefits to Capitol Flats residents. Other nearby facilities include the Acequia Trail, River Trail, as well as adjacent city streets with bike improvements.

Besides these connections to alternative forms of mobility, Capitol Flats also offers easy access to retail, commercial, and employment sites within walking-distance from the site. According to data from the US Census Bureau's OnTheMap data analysis tool, 4,560 jobs are within a 10-minute walking distance of the site, and a total of 8,397 jobs are within a 20-minute walk of the site (OnTheMap, 2018). As commuting is one of the primary factors for car ownership, providing housing near jobs allows residents the ability to live near employment and to commute to work without the need of a car.

## **Policies Supporting Transit-Oriented Development and Reduced Parking Demand**

In recent years, the City of Santa Fe has passed a number of policies that support transit-oriented development (TOD) as a means to increase transit usage while simultaneously reducing the demand for parking. The City's ***Santa Fe MPO Metropolitan Transportation Plan 2015-2040***, ***City of Santa Fe Land Use & Urban Design Plan***, and ***Rail Corridor Study - Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods*** all directly call for reducing the vehicle dependency of citizens by bringing residents closer to their destinations, providing connections to transit, encouraging infill development near transit stations, and reducing the supply of parking in favor of pedestrian improvements. For example, the ***Land Use & Urban Design Plan*** specifically calls for "land use policies that reduce the need for automobile travel by providing greater residential and commercial densities in newly developing areas" (City of Santa Fe Long Range Planning Division, p. 23).

TOD is defined by the Federal Transit Administration (FTA) as "a mix of commercial, residential, office and entertainment centered around or located near a transit station." FTA contends that "(d)ense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities" (FTA, 2018). The Capitol Flats development encapsulates the TOD methods described by the FTA and called for in the City's development plans. In fact, the project is located in an area that has been identified by the City as a prime candidate for TOD.

According to the ***Santa Fe MPO Metropolitan Transportation Plan 2015-2040***, "specific areas are targeted, such as concentrated employment centers, including sites where transit service is available and/or parking is costly or inconvenient, like the South Capital Station neighborhoods; city, county, and state government campuses; and local college and university campuses" (Santa Fe Metropolitan Planning Organization, 2015, p. 5-2).

Within Santa Fe, the Rail Runner stations can act as hubs for TOD and projects such as Capitol Flats. In fact, TOD was a major consideration when planning for the Rail Runner stations within the city. According to the City's ***Rail Corridor Study - Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods***, "because transit stops are hubs of activity involving different modes of travel, they are also excellent locations to allow for a mix of land uses to serve riders getting on and off the bus or train. For regular commuters, housing immediately

adjacent to a transit stop can create the ability to walk or ride a bike to the stop without needing a car" (City of Santa Fe Long Range Planning Division, 2008, p. 3).

Reduced parking supply, or parking demand management, is a common characteristic of TOD and is among the development strategies identified in the aforementioned ***Rail Corridor Study***. Specifically, the plan calls for reducing the "minimum parking requirements for TOD and other new development and infill/redevelopment projects near station areas" (City of Santa Fe Long Range Planning Division, 2008, p. 33). Reducing the supply of parking spaces within a given area can encourage the use of transit and alternative forms of transportation, while simultaneously reducing single-occupancy vehicle travel.

Other plans and studies created by the City of Santa Fe also identify parking demand management as a key goal for development within the city moving forward. According to the ***City of Santa Fe Land Use & Urban Design Plan***, "One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full." The Plan further contends that the City should review and amend its parking requirements in the Land Development Code" (City of Santa Fe Long Range Planning Division, p. 17).

### **Reduced Parking Demand through Transit-Oriented Development**

This overabundance of parking is not unique to Santa Fe, and a number of studies indicate that parking requirements in general are higher than they need to be for multifamily developments. In a study which looked at TOD developments in five major cities, occupancy of residential parking spaces (i.e. peak demand divided by actual supply) ranged from 54.3% at the lowest observed utilization, to 80.6% at the highest observed utilization (Ewing et al., 2017, p.108). Another study examined over 50 multifamily housing developments in Madison, Wisconsin and found that an average of "30 percent of the parking spaces are vacant during peak demand hours" (Handel, 2016. Executive Summary).

Access to rail transit has been observed to be one of the strongest factors in reducing the demand for parking at TOD projects like Capitol Flats. According to the Victoria Transport Policy Institute, parking supplies can be reduced "20-50% within ¼-mile of a rail transit station" (VTPI, 2018, p. 25). These findings are further supported by the City of Palo Alto's study into multifamily residential parking requirements, which found that if a multifamily development were located within "½-mile of a Caltrain station, the parking supply needs could be reduced by up to 25%" (City of Palo Alto, 2018, p.10). Access to bus lines is another key factor which has been shown to reduce parking demand, with observed reductions of "10% within ¼ mile of frequent bus service," according to the Victoria Transport Policy Institute (VTPI, 2018, p. 25).

The above findings have implications for Capitol Flats, which offers immediate access to both commuter rail and bus transit. If a modest 10% reduction were applied to the required total number of parking spaces, which could be considered an appropriate reduction for high frequency bus transit only, the site could qualify for a reduction of 18 parking spaces. That level of reduction would bring the parking supply at Capitol Flats above the required number of spaces.



## Demographics and Vehicle Ownership Rates

The profile of expected tenants is an important consideration in parking generation, as young adults demonstrate lower licensure and vehicle ownership rates than other generations. Overall vehicle ownership rates have fallen by 4.4% from peak levels in the 2000s (Sivak, 2017), though decreased rates of vehicle use are most acute among young adults. Nationwide vehicle licensure rates among individuals age 16-44 has dropped from 92% in 1983 to 77% in 2014 (Sivak and Schoettle, 2016).

Lower vehicle use rates are part of a trend among young adult and zero-children households for more walkable, urban housing options (Urban Land Institute, 2015). These trends are not just evident in national research; similar findings in terms of housing preferences and travel behavior were documented in the Albuquerque metropolitan area in a document called "Taking the Wheel" (Urban Land Institute-New Mexico and the Mid-Region Council of Governments, 2016).

Railyard Flats, located less than a mile from the Capitol Flats site, offers a useful comparison based on expected tenants and site characteristics. Despite the different zoning districts, the Capitol Flats site bears many similarities in terms of proximity to employment and both the Rail Runner and Santa Fe Trails transit system. Railyard Flats is located within the Business Capitol District (BCD), and per the Santa Fe city code, is only required to provide one parking space per unit. This reduced parking demand rate is possible because of the TOD-related benefits and the profile of its tenants: per the latest tenant leasing information, 46% of residents at the Railyard Flats are age 41 or younger. Capitol Flats is expected to attract tenants with a similar profile.

## Housing and Affordability

Among the issues faced by the City of Santa Fe in recent years is a shortage of housing, as well as a corresponding rise in rental prices. According to CBRE Group, a commercial real estate group that monitors Santa Fe's multifamily housing market, the city's occupancy rate has been at "95 percent or above since May 2014" (Grubbs, 2018). According to the 2016 ***Santa Fe Affordable Housing Plan***, median rent increased from \$767 to \$872 between 2010 and 2014, while homeownership declined from 61 percent to 59 percent. The combination of declining homeownership rates and increasing rents reflects the need for additional multifamily housing, such as Capitol Flats, in Santa Fe.

This increase in rental prices throughout Santa Fe disproportionately affects young families and professionals who are more likely to rent rather than own a home. As of 2015, homeownership rates among Millennials (ages 18-34) was only 32%, compared to 60% for Gen Xers (ages 35-50) and 75% for Baby Boomers (ages 51-69) (Urban Institute, 2018). Capitol Flats seeks to fill this need and provide additional housing for a city that struggles to attract and retain young adults.

This limited stock of and increasing demand for available rental housing naturally leads to an increase in price, which raises the percentage of residents' income needed for housing costs. One means of addressing cost of living in Santa Fe is to reduce combined housing and transportation costs through decreased dependency on cars. According to the Center for

Neighborhood Technology's Housing + Transportation Affordability Index, the average combined housing and transportation costs in Santa Fe equal 50% of median household income (anything over 45% is considered a financial burden). TOD projects like Capitol Flats, with its easy access to transit and trails, offer residents the ability to live in Santa Fe either without the need for a car or for households to function without multiple vehicles. Reduced transportation costs would then allow for more of residents' income to be used elsewhere. (According to AAA, the annual cost of owning a car as of 2017 is approximately \$8,500, or \$706 per month.) Capitol Flats will also increase the overall supply of multifamily housing in Santa Fe, which should contribute to lower rental costs. Regardless of the effects on the overall housing market, Santa Fe remains in need of additional housing supply, and the Capitol Flats development will help address this need.

### **Off-Site Public Parking**

It is important to note that the urban context of the Capitol Flats location ensures alternatives to on-site parking. In addition to the on-site parking provided by Capitol Flats, the development will construct four on-street spaces along Pen Rd. The City of Santa Fe has also proposed the addition of 11 non-metered, public, parallel parking spaces on the west side of Pen Rd. With no logical competing users, residents and visitors of Capitol Flats will be able to easily utilize these 15 additional proposed parking spaces.

### **Conclusion**

The Capitol Flats development is currently designed with 165 parking spaces, a difference of 17 spaces from the amount required by city code (i.e., 182 spaces). However, the development supports many of the City's stated policies regarding infill and additional housing near transit, and the characteristics of its location decrease the need for parking at the rate required for typical multifamily developments. In particular, Capitol Flats' easy access to the Rail Runner and Santa Fe Trails bus routes, bike facilities, and employment areas provide increased opportunities to travel without a private vehicle. The development should prove particularly attractive to tenants who prefer a more urban lifestyle and own vehicles at lower rates. If a reduction of 10-15% of the total parking supply were applied to Capitol Flats – a number at the low end of studies showing the parking reduction benefits from TOD sites – 18 to 27 spaces would be removed from the site's design, bringing the site in line with the level of parking proposed for the development. Such a reduction would also result in a parking supply for the site that exceeds the nearby Rail Yard Flats.



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Appendices

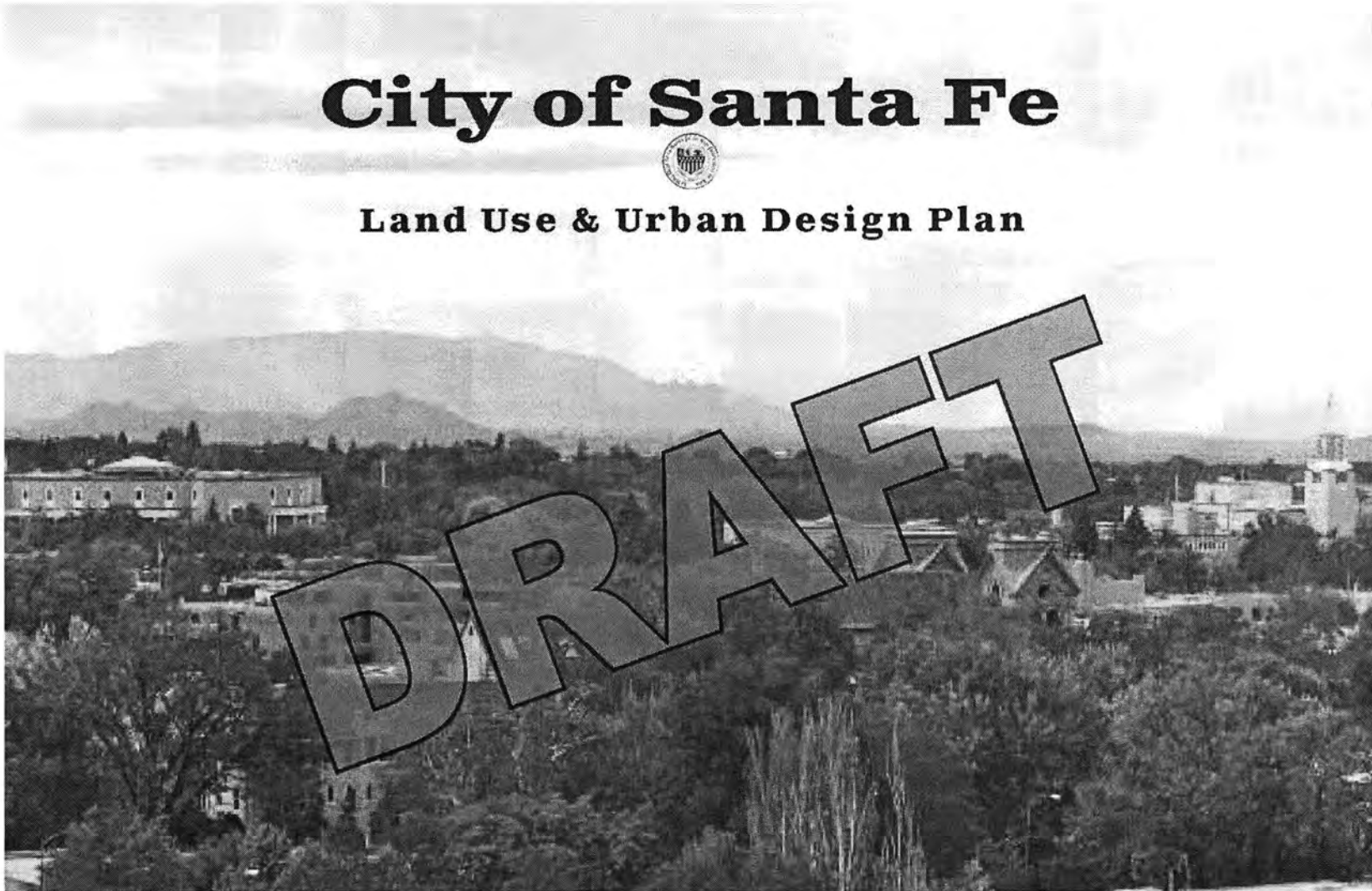
Appendix A: Local Policy



# City of Santa Fe



## Land Use & Urban Design Plan



## Land Use & Growth Management

### Growth Management

The City of Santa Fe has implemented the following major growth management techniques since 2000:

**Annexation/Clear Boundaries** – The city has nearly completed an ambitious three-phase annexation program that has set the city corporate limits at the highways to the south and west (I-25 and NM 599, respectively). These new city limits clearly define areas of jurisdictional responsibilities between the city and county, while allowing for growth of the city within a well-defined geographic boundary.

**Water Offset Program** – The city's continuing efforts in water conservation have become nationally-recognized. The city uses a dual-track approach:

- Water Conservation at home, work and school through progressively-scaled rate pricing, rebates on replacement of older more water-wasteful household fixtures, and community advertising and education.
- Transfer of Water Rights - New residential and commercial development must offset the anticipated water to be used through conservation, or transfer enough water rights to serve the entire development at build-out.

This has proven to be an effective and comprehensive approach to growth management. During the past 20 years, the city's overall annual water consumption decreased nearly 25%, while the population increased 15%.

*The following growth management strategies should be added to the city's current program:*

- **Urban Design** – Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities. Good urban design also aids growth management by requiring commercial development to build closer to front property lines, creating more walkable, pedestrian-friendly environments and, in the process, using less land for excessive off-street parking requirements. One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full. The city should review and amend its parking requirements in the Land Development Code (Chapter 14). Traditional suburban road design can also absorb much more land than is needed to create a truly effective, efficient street system. At this point in Santa Fe's development history, very few, if any, new roadways require more than 50-60 feet of Right-of-Way.
- **Land Use / Streets / Public Parks & Plazas Linkage** – A fundamental aspect of effective growth management is fully integrating the following: (see the Urban Design chapter)
  - Smaller neighborhood-scale blocks; commercial buildings near the street.
  - Frequently intersecting street network;
  - Centrally located public parks & plazas

These three aspects of city life, when fully integrated, create the most desirable parts of the city and also create the healthiest sections of a city, fiscally. Examples of this integration are often best reflected in older neighborhoods.

**Re-Use / Re-Development along Major Streets** – The City should encourage and provide incentives for the re-purposing/re-use of older strip commercial development along major arterials like Cerrillos Road and St. Michael's Drive. Eliminating administrative costs and barriers to this type of re-development helps counterbalance the constant push toward more commercial development on the edges of the city.

**Impact Fees** – The city first began charging limited impact fees as early as 1993, and developed a full impact fee program collecting fees for roads, parks/trails, police and fire in 2004. These fees help fund road, park, trail, police and fire capital projects required by the new growth. Between 2004 and 2014, \$14.0 million was collected for numerous capital projects. The city waives impact fees for new affordable housing.

### Santa Fe's Aging Population

Nearly one-quarter of Santa Fe's population will be age 65 or older by 2020 and this senior population will continue to increase regardless of the rate of the city's overall population growth. Santa Fe's median age may reach 50 by 2020, considerably older than the city has been during past decades. An aging population has implications for land use and urban design considerations, such as:

#### Streets

- Sidewalk Maintenance – Ensuring that sidewalks are in good repair is essential.
- to encouraging seniors to stay active by walking outdoors, in and around their neighborhood: Especially important on north and east sides of town.
- Crosswalks – Ensure that crosswalk striping is well-maintained where a predominance of seniors reside and visit.
- Traffic Signal/Crosswalk Timing – Additional seconds put onto crosswalk signals and traffic signal cycle length can be critical to allowing seniors the necessary time to safely cross a street.

#### Public Transportation

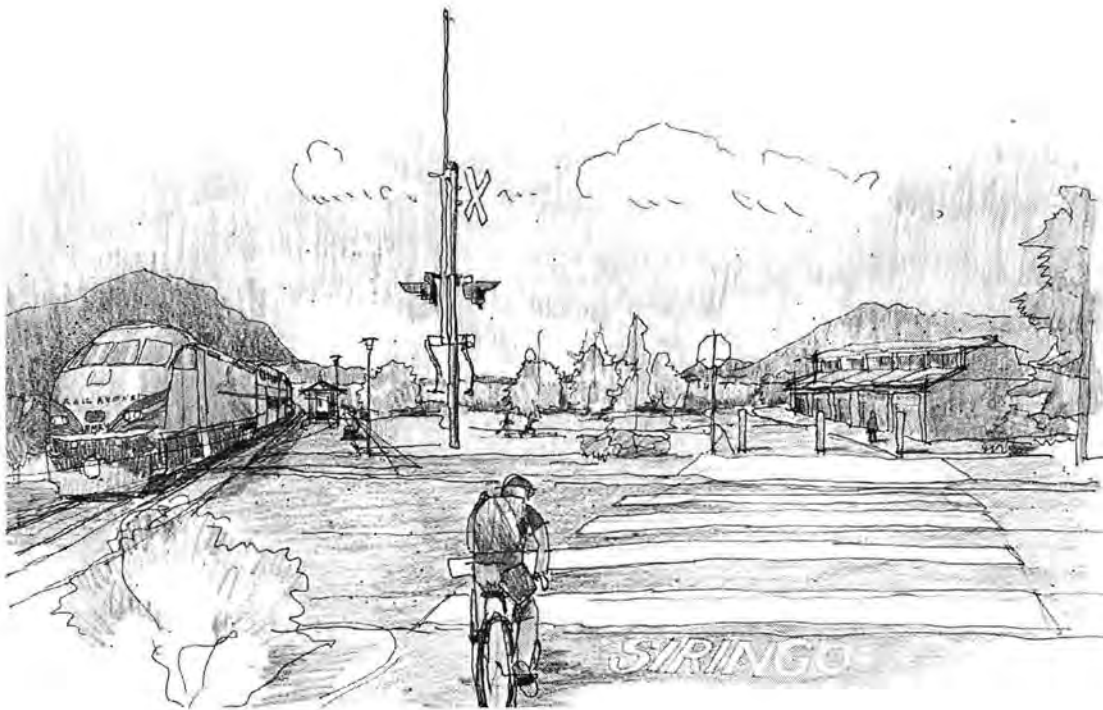
- Santa Fe Trails & City Senior Services – Increased planning and coordination between Santa Fe Trails and the senior services division's scheduled and "Call-on-Demand" van service will be important to serve a growing and older senior population in the future.

#### Homes and Permits

- Affordable Housing – Regardless of age, affordable housing is fundamental to every individual's sense of security and well-being. Santa Fe's affordable housing program may become increasingly important to the city's senior population.
- House-to-Duplex (Age-in-Place with Extended Family) – The city should reduce as many regulatory barriers and fees as possible to allow seniors, their families or their friends to add a guesthouse or divide a home into two units in order to house family members under the same roof or on the same property.

# Rail Corridor Study

Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods



City of Santa Fe Long Range Planning Division

AOS Architects and Charlier and Associates

REVISED DRAFT, December 8, 2008



## TRANSIT ORIENTED DEVELOPMENT

"Transit-Oriented Development" (TOD) is a term used to capture the main ideas surrounding the development or redevelopment of urban land adjacent to rail and other transit stops. TOD is a coordinated set of strategies that are in use in cities served by commuter rail throughout the country. These strategies can be implemented in diverse ways to enhance existing neighborhoods and create new neighborhood centers.

Because transit stops are hubs of activity involving different modes of travel, they are also excellent locations to allow for a mix of land uses to serve riders getting on and off the bus or train. For regular commuters, housing immediately adjacent to a transit stop can create the ability to walk or ride a bike to the stop without needing a car. Businesses are interested in locating where activity is generated by a point of public gathering such as a train stop. Finally, transit oriented development allows a more efficient use of land that makes use of already existent utilities and other infrastructure.

When rail service was first established in Santa Fe in 1880, it brought rapid evolution to the culture and economy of the city, and created the Railyard and adjoining neighborhoods. The bustle, vitality and economic innovations of the Railyard in its heyday mark it as an ancestor of today's Transit Oriented Developments, or TODs. The arrival of the Rail Runner commuter rail service in December 2008 will bring similar changes to the culture and urban fabric of the city. A series of workshops held in Spring 2008 explored the opportunities and challenges of renewed rail service for the neighborhoods in the rail line corridor.

Anticipation for the Rail Runner was expressed by nearly all of the participants in the workshop series. They also expressed concerns about how neighborhoods might change with such ready access to commuter transportation. Residents participated in the workshops to ensure that the 'how' and 'where' of the city's response to the Rail Runner would serve the interests of the whole community.

## DESIGN PRINCIPLES FOR SANTA FE'S RAIL CORRIDOR

1. **Land Use Mix** – Successful rail stops have a mix of active uses including residential, office and retail in close proximity to each other, with higher densities near the center and good transitions to adjacent land uses.
2. **Transit Connections** – City buses must connect seamlessly with commuter rail service, making it accessible to as many Santa Feans as possible.
3. **Complete Streets** – "Complete Streets" are essential to healthy neighborhoods and TODs -- streets that balance the needs of pedestrians, bicyclists, transit riders, and drivers.
4. **Trail Connections** – Inviting, safe, and accessible pedestrian and bike trails can provide necessary alternative routes to get to and from transit stops and commercial areas. Santa Fe's arroyos naturally link neighborhoods to these existing and planned hubs.
5. **Parks, Plazas & Public Places** – Public space can make rail stops into community gathering places and improve health and public safety.
6. **Neighborhood Protection & Enhancement** – Successful TODs create amenities for nearby neighborhoods while minimizing or mitigating any traffic or parking impacts.

- Allow market growth but protect low-income residential in the area from rising property values through policy.
- Guide development to support the small, local, varied, and active nature of Second Street.
- 5. Guide the redevelopment of the County Yards as a potential mixed use development.

## 6.0 Street Network and Design *See Street Network & Design in Map Section.*

### 6.1 Improve pedestrian safety.

- 6.1.1 Improve pedestrian routes in the rail corridor neighborhoods with striped crossing, sidewalks, ramps.
- 6.1.2 Traffic Calming:
- Work with neighbors to develop traffic calming plans for streets in neighborhoods adjacent to station areas. There are several opportunities in each proposed station location for neighborhood entrances and mid-block choke points. *See Fig 6.1 and See Street Network & Design map for specific locations.*

### 6.2 Create pedestrian supportive environments. *See Appendices B-4 & B-5.*

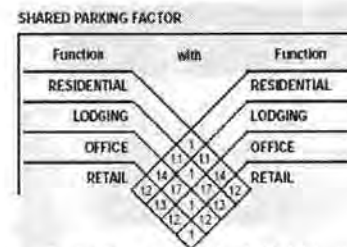
- 6.2.1 New Street Connections: *See Street Network & Design Map for specific locations.*
1. Consider the following long term solutions to reduce congestion and increase connectivity:
    - Acquire land for a right-of-way connecting Galisteo Street to Sawmill Road, north of Premier Distributing.
    - Create a neighborhood plan and work with school system to open a street connection through the Vo-Tech property from Zia to Siringo.
    - Create a neighborhood plan and develop a street connection from Candelero to the northern redevelopment parcel.
  2. Connect Galisteo Street to West Rodeo Park Drive.
- 6.2.2 Complete Streets Policy:
1. Establish a Complete Streets Policy city wide with prioritized goals and an implementation timeline.
  1. "Complete the streets" with sidewalk and cycling improvements. *See Fig. 6.2.*
    - Repair and/or connect existing sidewalks to create a better pedestrian environment.
    - Work to improve & extend existing bicycle lanes and signage.
    - Establish locations for bike parking or storage.
    - Add shade trees along sidewalks and medians.
- 6.2.3 Implement parking demand reduction strategies *See Fig. 6.3.*
1. Implement a residential/neighborhood parking permit program in residential areas adjacent to TOD areas to prevent spillover parking.
    - Establish a parking district to manage and sell parking permits. Carefully consider the boundaries of the parking district because if it is too small, people may park just outside the boundaries to avoid purchasing a permit.
  2. Reduce minimum parking requirements for TOD and other new development and infill/redevelopment projects near station areas.
  3. Use shared parking strategies to reduce surface parking area requirements at TOD areas.
    - Walking distances are a critical consideration in shared parking strategies.
    - Use zoned rather than assigned spaces.
    - Allow uses with different peaks (i.e. night uses versus day uses) to share



Fig. 6.1



Fig. 6.2



#### To Use the Shared Parking Factor:

If the Residential component of a development requires 80 parking spaces and the Retail component requires 220 spaces, the total combined parking requirement is 300 spaces. If these two uses share parking, it is appropriate to provide a shared lot with 250 spaces (or 300 divided by 1.2, per Figure X below). In this example, using shared parking allows just under a 17 percent reduction in total parking supply needed compared to a traditional parking supply scheme.

Fig. 6.3

PLAN VISION GOALS

MTP



**Santa Fe MPO**  
Metropolitan  
Transportation  
Plan 2015-2040

**A D O P T E D**  
AUGUST 27, 2015



## Transportation Demand Management

Each year, the region spends millions of dollars on the supply side of mobility; that is, building and maintaining roads, buying and operating buses, and building sidewalks and bicycle facilities. Some of the most cost-effective mobility investments we can make are on the demand side, including:

- Encouraging commuters to use our transportation facilities as efficiently as possible by walking, bicycling, taking transit, carpooling, or vanpooling; and
- Encouraging commuters to shift auto trips out of peak periods.

Strategic marketing and outreach efforts targeted to shifting commuter behavior by connecting with commuters and the employers they work for are called Transportation Demand Management (TDM) strategies.

To successfully implement TDM strategies, specific areas are targeted, such as concentrated employment centers, including sites where transit service is available and/or parking is costly or inconvenient, like the South Capital Station neighborhoods; city, county, and state government campuses; and local college and university campuses.

Recommended TDM strategies include:

- Developing a comprehensive Metropolitan Mobility Plan that details TDM strategies and supports the implementation of each Metropolitan Master Plan.
- Identifying potential aggregated funding opportunities, including state, federal, and local funding.
- Working with targeted employers on multiple strategies they may execute on behalf of their workforce.
- Looking critically at the parking supply. When free or inexpensive parking is offered, it leads to overuse. Parking management is integral to any TDM program.

- Using the best technologies and promotional tactics to improve and distribute transit and any regional rideshare information. Developing and marketing web-based and mobile phone-based applications for transit riders is an example of TDM at work.
- Outlining the costs and benefits of universal transit passes for businesses, educational institutions, and governmental institutions.
- Using social marketing and incentive programs to reach out to the general public and visitors.

TDM strategies can be a crucial component of the overall transportation system, prompting employers to encourage commuters to use alternatives to driving alone to assist commuters in understanding and using these alternatives.

## The Land Use and Transportation Connection

Land use patterns and transportation systems influence the overall quality of place in any community. The shape of a city plays a critical role in how much and how often residents and visitors travel. Although the metropolitan area may be classified as car-dependent, with approximately 90 percent of trips made with an automobile, the region has made significant strides in the past 20 years through its investments in public transit, including the Rail Runner Express, on- and off road bicycle facilities, and multi-use paths. Unfortunately, a separate set of rules, codes, and plans often drives the link between land use and transportation policy, including affordable housing.

Developing the greater Santa Fe metropolitan area in a more transportation-efficient pattern requires significant strides in policy changes, including the region's land use policies. Transportation-efficient development is characterized by higher density and mixed uses with easy access to frequent transit service and safe and comfortable bicycle and pedestrian infrastructure. Land use policy impacts transportation, affordable living, sustainability,

Appendix B: Site Map



# Capitol Flats Vicinity Map

- NMRX Stations
- Bus Stops
- Capitol Flats
- Rail Runner
- City Bus System
- Bicycle Lane/ Route
- Multi-use Trail
- 10 Minute Walking Contour

- 10 Minute Walking Contour
- 20 Minute Walking Contour
- Capitol Flats
- 1000 Jobs
- 0 Jobs

## Transit Stops <0.2 mi. (3-4 mins.) Away:

- South Capitol Rail Runner Station
- Bus Route 2 (Cerrillos)
- Bus Route 4 (Downtown-St. Francis)

Whether biking or walking, residents of the Capitol Flats can easily access the **Rail Trail** (which is slated to be improved and extended through the City of Santa Fe Capital Improvement Program), **Acequia Trail**, **River Trail**, as well as adjacent city streets with bike improvements.

Jobs Within 10 Minute Walk: 4,560

Jobs Within 20 Minute Walk: 8,397

0 0.13 0.25 0.5 Miles

